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VV News

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No. 20 JANUARY, 1956

Naval Pilot Died to Save Holidaymakers

BEHIND a briefly worded official citation occupying barely a column inch of space in the "London Gazette" is the story of a young Fleet Air Arm pilot who sacrificed his life to prevent his aircraft crashing on to a Sussex beach thronged with August holidaymakers with August holidaymakers.

The announcement reads:

"The Queen has been graciously pleased to approve the following award for bravery in delaying to bale out from a crashing aircraft until he was certain that loss of life and damage to property had been avoided: avoided:

Commendation (Posthumous)

Lieut. Martyn Warren Winfield, Royal Navy, No. 806 Royal Naval Air Squadron."

Based at the R.N. Air Station at Ford, near Arundel, 24-years-old Lieut. Winfield was piloting a Seahawk aircraft in a test flight when his engine failed at 8,600 feet. Realis-ing that he would be unable to make an emergency landing at Ford, he directed his aircraft to the coast with the intention of baling out over the

He lost height rapidly, passed over built-up area on the coast and crashed into the sea five hundred yards from shore at Kingston Gorse, Rustington. He operated his ejector seat at one hundred feet when he had cleared the built-up area and holiday makers on the beach, and subse-quently died from his injuries.

It is considered that Lieut. Winfield, whose home was at Beckington, near Bath, remained in his aircraft and delayed his ejection until he was certain that heavy loss of life and damage to property had been avoided and in so doing sacrificed his

Footnote: In the course of the inquest on Lieut. Winfield, the Coroner stated: "...I am certain Coroner stated: "... I am certain that had he chosen to operate the ejector seat earlier, he could have saved himself. That might have meant a calamity in the Kingston Gorse neighbourhood. To avoid the possibility of it, he sacrificed himself for those people and died gallantly and in the best and highest traditions of the Service to which he belonged."

Portsmouth Command Field Gun's Crew

Pompey crew will be training this year on the full-size track on the Island. We shall, however, be making exhibition runs in the R.N.B., so let's have all your support as in the past,

P.O. R. Lander, G.I., is our second Trainer and is at present getting everything ready for our move to the "Indian Village" on the Island.

"Pompey Chimes"

DRAFTING FORECAST

GENERAL SERVICE

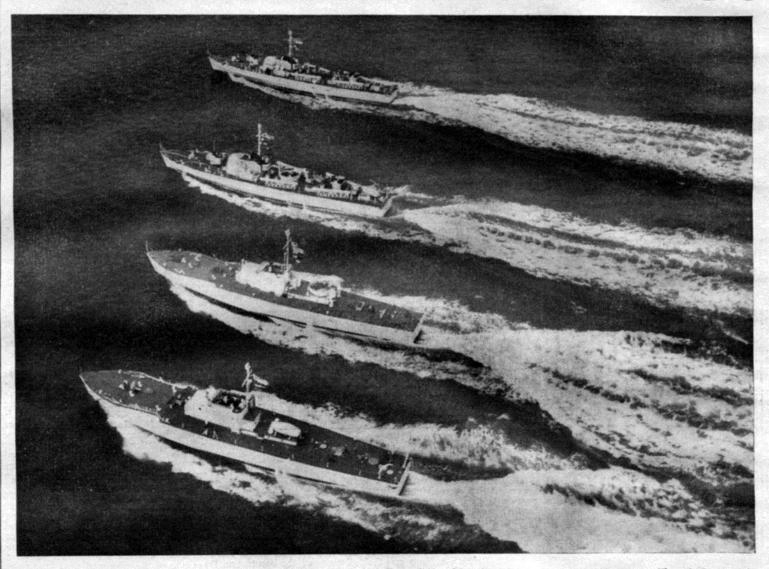
Ships commissioning at Portsmouth

February 21, 1956: H.M.S. Duchess commissions for Mediterranean and Home Fleet.

April 10, 1956: H.M.S. Loch Killisport commissions for Home and East Indies Station,

May 29, 1956: H.M. Ships Agin-court and Barrosa commission for Mediterranean and Home Fleet.

Queen's Commendation FULL AHEAD INTO 1956



"And I said to the man who stood at the gate in the New Year, Give me a light that I might tread safely into the unknown'. And he said unto me 'Dut your hand into the hand of God and it will be safer than a light and better than a known wap"."

FAREWELL MESSAGE

from Commodore C. L. G. EVANS, C.B.E., D.S.O., D.S.C.

Commodore J. January 12.

The two years in which I have been privileged to be the Commodore there have constituted a memorable experience for me and have given me the great pleasure of getting to know a large number of men of all rates and most branches of the Portsmouth Port Division. Several thousand men have passed through the Barracks during the period and to every one of these I wish every good fortune and happi-

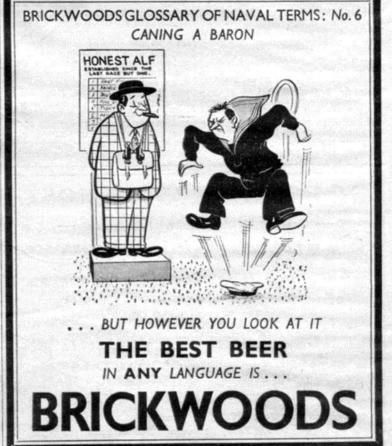
his private life. I have been Chairman of the Management Council of NAVY NEWS since it started and have therefore been in a position to watch the phenomenal growth of its circulation. It is now entering into a new phase by becoming also the official news-paper of the Home Air Command, a fact which having spent more than half my life in naval aviation, gives me the greatest pleasure. I must remind you, however, that whether NAVY NEWS can continue to play an important part in the life of the Navy through providing you with informa-tion and entertainment depends on your support, since a newspaper must have a healthy circulation if it is to be able to present first-class material.

I AM being relieved at the Royal Naval Barracks, Portsmouth, by Commodore J. Y. Thompson on January 12.

Some of you may be able to provide material for publication and some of you may be able to give the Editor constructive criticism as to how the paper could be improved, but all of you can make a direct contribution to its success by buying a personal copy each month.

You will see on page 3 that the money to enable the Royal Sailors' Home Club to be rebuilt has now been obtained. Although the contributions by ships to the building fund have been splendid, it is a fact that the Club could never have been rebuilt to a standard unsurpassed by stantial assistance from the Admiralty. the King George's Fund for Sailors and the Royal Naval Benevolent Trust. Since it is clear that we can expect no further assistance from these sources, the success of the only Club in Portsmouth built exclusively for sailors from funds provided by Naval organisations rests in your hands. All that is required of you is that you should use the Club when you are having a run ashore, when your family is visiting you and when your ship's company is looking for somewhere to give a dance, and that you should remember your own Club when your welfare committee is disposing of funds on paying off.

Good-bye, good luck and God bless you all.



Navy News

Rev. W. J. E. Tregenna-Piggott, O.B.E., F.R G.S., R.N Royal Naval Barracks, Portsm Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

AS FORECAST in our last issue, be-ginning with this month we become the official Newspaper of the Home Air Command, in addition to the Portsmouth Command and to the Royal Naval Association.

This will affect our paper in three

Firstly the word Portsmouth will be deleted from our title which will simply read NAVY NEWS.

Secondly our circulation will increase enormously and we welcome the thousands of new readers who will second the second to the seco now be taking Navy News for the first time.

Thirdly the character of the paper will alter to embrace more news of general interest. It is, however, our intention to retain Command News which has been such a vital factor in the life of our paper and to maintain the personal touch which has been such a feature of NAVY NEWS.

In this issue we are honoured to have personal messages from the First Lord of the Admiralty and the Flag Officer Home Air Command.

We of the Royal Navy are proud to learn that the First Lord has been

honoured by elevation to the Peerage We deeply appreciate the personal and sincere interest he has always shown in the well-being of officers and men, and we extend to him our heartiest congratulations.

It is with regret that we say good-bye to our Chairman, Commodore C. L. G. Evans, C.B.E., D.S.O., D.S.C., who leaves the Command this month. One of the pioneers of Navy News he became the Chairman when the paper was only a dream, but due largely to his unsparing effort and wise leadership the paper has now become a permanent feature of the

Royal Navy.

The best wishes of all our readers will go with him as he takes up his new appointment.

COMMERCIAL VEHICLE **RALLY, 1955**

Entries by Civilian Motor Transport Drivers from the Home Air Command THIS YEAR'S rally, organised by the Portsmouth Accident Prevention Council, took place on September 17 and attracted 133 commercial drivers. Messrs. F. Bowring, A. Hughes and J. Rogers represented R.N. Barracks, Lee-on-Solent. Although not successful in obtaining any awards they

ful in obtaining any awards, they acquitted themselves very well indeed, being above average for the competi-

tion.

Mr. A. Hughes, who drove a "Queen Mary" type of articulated vehicle, did so well, having gained 403 marks out of a possible 500, that he was chosen by the organisers to attend the final rally, held on October 16, by special arrangement at R.N. 16, by special arrangement at R.N. Air Station, Bramcote. The finals consisted of demonstrations by selected competitors from regional contests held at Coventry, Leeds, Portsmouth and Slough, the winner being ac-claimed the "Lorry Driver of the Year"

The participation of motor transport drivers belonging to Fleet Establishments is instrumental in furthering cordial relations between the Royal Navy and the Civil Authorities; and the high standards of maintenance and driving set in these contests.

FIRST LORD'S MESSAGE Helicopter to the Rescue TO NAVY NEWS

also the official newspaper of the Home Air Command.

The newspapers and magazines of the Port Divisions do a great deal to foster knowledge of, and pride in, the Service, and to strengthen the sense of comradeship and team spirit of which the Navy is rightly proud. The Fleet Air Arm is, of course, an in-tegral part of the Royal Navy, and it is all to the good that those in the Home Air Command should be fully Home Air Command should be fully aware of, and interested in, the doings of the sailors in the Portsmouth Command—and vice versa—and that all should be in touch with the keen Naval ex-Servicemen of the Royal Naval Association. Naturally the circulation of the newspaper will also serve as an additional link to keep the various R.N. Air Stations in touch with each other, just as it already keeps contact between ships of the Portsmouth Division Incidentally. the Portsmouth Division. Incidentally, this happens at a time when we at the Admiralty are beginning to lay special emphasis on increasing the proportion of permanent officers who are qualified pilots or observers, without necessarily making their en-tire career inside the Fleet Air Arm.

Naval Air Power

On the day when so many new readers in the Home Air Command are being welcomed, it may be apare being welcomed, it may be appropriate for me to say a little about naval air power. It is the task of the Navy to command the seas, and that is why we have a Navy. Air power at sea is not something which replaces navies or renders them obsolete, but is the instrument by which a Navy today so often exercises its sea power. A carrier task force or "battle group" with adequate facilities for afloat sup-

I AM very glad to hear that the port is virtually a self-sufficient PORTSMOUTH NAVY NEWS, which is mobile airfield. It is capable of bringalready the official newspaper of the Portsmouth Command and the Royal Naval Association, is now to become also the official newspaper of the enemy aircraft succeed in locating the group and penetrating its tough fighter screen they are likely to find the ships in so dispersed a formation that even an atomic bomb could not harm more than one or two of them. Our next step must be to strengthen the defences by the addition of anti-aircraft guided weapon ships, but I think that even now we may say that navies would be the hardest of all forces to eliminate by the nuclear bomb. Fleets at sea would present a most difficult and elusive target, and a most compact and unpredictable threat.

Nuclear Age

At the Admiralty we are devoting a lot of time and thought to shaping the Navy to the needs of the "nuclear age." But we are not by any means forgetting those more general prob-lems which are always with us and lems which are always with us and which touch the sailor in his everyday life. The Board of Admiralty attach the greatest importance to proper improvements in the conditions of service in the Navy. We are certainly not letting matters stand still in this vital field. And here, too, I think the Navy's newspapers and journals can play an important part, especially in giving space to background information and opinions about the problems and their possible solutions. We try to make Admiralty Fleet Orders readable and informative—though sometimes you may find it —though sometimes you may find it difficult to believe this!—and we give reasons for our decisions whenever possible, but there is always scope for the more informal discussion which can go on in a free forum of this kind.

For all these reasons I warmly welcome this extension of the scope of your newspaper, and I wish it every success in the future.

Was it Worth it?—Joy Ride Costs £31

far from bright. Beneath a lamp on the other side of the road was a the other side of the road was a Daimler Consort motor car parked without lights. He ambled over to this most attractive model and as he passed the bonnet on its near side, he kicked an object that slid tinkling along the wet pavement. Bending down he discovered that the object was four small keys on a ring. He picked up the keys and finding that one fitted the door lock of the car, suddenly became possessed with an overwhelming desire to drive the vehicle. His mind in a whirl, it seemed but seconds before the car shuddered but seconds before the car shuddered forward and he had turned into the bright lights of the main road. Being unfamiliar with the controls, his driving became erratic and he quickly became conscious of the fact that he was attracting attention. After covering a comparatively short distance, a police patrol car drew alongside him and he saw that a stern-looking officer ance and driving set in these contests stimulate responsibility, care and road courtesy.

was signalling him to stop. At first the young man was reluctant to do so but the prospects of a chase remini-

SOUTHSEA

OSBORNE RD.

SOUTHSEA

IT WAS a bleak November evening and rain was descending with monotonous regularity, as a young naval rating stood in a shop doorway on the street corner, deep in thought. He was feeling miserable and restless; it was "blank week-end" and being very short of cash the outlook was far from bright. Beneath a lamp on the other side of the road was a ticular attention was now being focussed on questions connected with driving licences and certificates of in-surance, and the young rating being unable to satisfy the sergeant's searching questions finally found himself charged with:

Taking and driving away a motorcar without the consent of the

Driving whilst uninsured; Driving whilst unlicensed.

His appearance before the Magistrates was short; he had nothing to say in defence of his stupid act and when fines totalling £31, together with a disqualification from driving for twelve months had been inflicted, the Chairman of the Bench referred to the gravity of the offences. He pointed out, in particular, that in nearly all cases of taking and driving away without consent, the unauthorised driver is not covered by insur-ance and thus any person injured by him is unlikely to receive compensa-

Lieut. A. Hudson, R.N.V.R., and Snr. Cd. Obs. L. Clare, R.N., with

AT 1034 on Thursday, December 8, 1955, a "Mayday" call was received from the pilot of a Gloster Javelin fighter from Boscombe Down, saying that he was in difficulties and bailing west of Bembridge, Isle of

Wight.

The rescue helicopters from Lee and Ford were scrambled, and although the Lee helicopter was carrying out winching exercises in the Solent, the pilot, Lieut. Andrew Hudson, R.N.V.R., with Sen. Cd. Observer Leslie Clare as his aircrewman, lowered the exercise "survivor" back into the safety boat, and still arrived at Bembridge within nineteen minutes of first receipt of the distress call. He was directed to a farmhouse by radio was directed to a farmhouse by radio instructions from another aircraft circling the area. The Ford helicopter, with farther to come arrived just as Lieut. Hudson landed in a small field to pick up the uninjured survivor (S./Ldr. Dick, R.A.F.). The aban-doned aircraft had crashed within a mile of the pilot, and after landing at the scene of the crash to advise local fire and police services that there were no aircrew in the blazing wreckage, Lieut. Hudson returned to Boscombe Down with S./Ldr. Dick, landing there less than an hour after the first "Mayday" call had been transmitted.

Determination

Just after noon on December 12, 1955, a telephone call was received in 705 Squadron at Lee-on-Solent in 705 Squadron at Lee-on-Solent from Army authorities in the Isle of Wight, requesting assistance to evacuate the keeper of St. Helens Fort, Bembridge. The keeper had been taken seriously ill and was in a coma. A doctor had been put on to the fort earlier by lifeboat and had succeeded in landing on the eighth attempt in a high sea and strong wind. The weather made it impossible for the keeper, Mr. Holbrook, to be taken off by boat, and a Whirlwind helicopter, piloted by Lieut. Hudson.

helicopter, piloted by Lieut. Hudson, R.N.V.R., with a crew comprised of As the naval rating left the Court, the very crestfallen young man observed: "If only I'd realised that I was going to commit all these offences I would have given the car a miss."

As the naval rating left the Court, Royal Australian Artillery, and Sen. Cd. Observer Clare, R.N., took off at 1245 arriving over the fort a few minutes later.

Due to the unfavourable weather,

three attempts were made to land on the fort. With Capt. Forward direct-ing from one side and Sen. Cd. Ob-server Clare from the other, the pilot, with great skill, landed at the third attempt.

Mr. Holbrook, the keeper, was then

transferred to a stretcher and taken on board.

The helicopter, a few minutes later, landed in the grounds of Newport, I.O.W. Hospital, where an ambulance was waiting to receive him.

The helicopter returned to Lee-on-Solent fifty minutes after take-off.



HOW TO ENJOY

OUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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ASUALTIES IN CYPRUS

The Admiralty regrets to announce the following casualties in the Royal Marines which have been sustained in Cyprus since terrorist activity Next of kin have been in

formed. The dates on which the casualties occurred are indicated in parenthesis.

Killed Roberts, Terence. Marine RM 9243. Caerphilly, Glam. (5/12/55). Routledge, John Nixon. Sergeant C/X 4316. Exmouth, Devon (14/12/55).

Wounded Dorling, William E. Marine RM 130989. Bermondsey, London, S.E.16. (4/12/55).

McGee, Robert W. Marine RM 131005, Glasgow, S.4. (22/11/55). Neads, Philip K. J. Marine RM 12517, Weston-Super-Mare, Somer-set (4/2/55). Neads, Philip K. J. Marine RM 12517. Weston-Super-Mare, Somer-set (4/12/55). Stephenson, William, Marine PLY/ X 4568. Newcastle - on - Tyne, 4, (22/11/55).

Stott, Donald T. Marine RM 13718. Salford, Lancs. (4/12/55). Walker, Colin M. Marine RM

14067. Cheltenham, Glos. (5/12/55). Brown, Trevor Gordon. Marine RM 130952. Darlington, Co. Durham.

Openshaw, Alan John, Marine RM 131594, East Barnet, Herts. Colvin, Alec Solomon Barham. Marine RM 131132, London, E.2.

Ships' Company Dances (whether a Submarine-Destroyer-Battleship or Aircraft Carrier) OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!

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SHIPS OF THE ROYAL NAVY

No. 4. H.M.S. EAGLE



THIS IS the twenty-first ship of the Royal Navy to bear the name.

Motto: Arduus ad Solem (Arduous to the Sun).

Built by Messrs. Harland & Wolff Ltd., of Belfast, she was launched by H.R.H. The Princess Elizabeth on March 19, 1946. Length, 803\frac{1}{2} ft. Beam 112\frac{1}{2} ft. Peace complement; About 2,000 officers and men.

General

H.M.S. Eagle is the logical outcome of the trend in aircraft-carrier design which started with the Ark Royal in 1936 and produced such ships as the Illustrious and the Formidable which were so successful in the late war. She is, however, much larger than her fore-

Aviation

H.M.S. Eagle is the first carrier, in any navy, to be built to operate the modern naval jet aircraft now in ser-

The flight deck covers an area of more than two acres. The island structure is in itself as large as a frigate and houses the radio, radar and plotting rooms necessary to the efficient opera-tion and direction of ships and aircraft

There are two hangars which can accommodate the largest Naval carrier-borne aircraft. A good idea of their size can be gained from the fact that 263 double-decker buses could be stowed in the two hangars.

Two large lifts are fitted—their total

area is greater than that of two tennis

Hull and Machinery

the best possible living conditions in both Arctic and tropical waters. There is about five miles of ventilation trunk-

The guns are intended as a dual-ourpose defensive armament. The folwing are fitted:

Sixteen 4.5 in, guns in twin H.A./ A, turrets,

Numerous multiple and single 40mm. Bofors guns.

Seamanship

Fifteen power boats and three sailing dinghies are stowed on board.

Three bower anchors, each weighing nine and a half tons, are fitted, and there are many fathoms of special cable, each link being forged from a steel bar three inches in diameter.

Electrical

Electric power is used on board for a multiplicity of duties. The main generating machinery could supply the needs of a small town—say Oxford— and there is over 1,000 miles of electric cable in the ship.

Accommodation, Messing and Amenities

In H.M.S. Eagle the centralized messing system has been introduced in which the ship's company take their meals in two large dining halls. The chief and petty officers are waited on by teams of servers, the remainder of the ship's company (in the other dining the ship's company (in the other dining hall) serving themselves on the cafe-teria system. Apart from the obvious advantages of this system, such as the fact that the meals are always served hot, it has the effect of removing all meals from the mess decks so that these become in effect sleeping and recreation paces. Bathrooms are equipped with The main engines consist of four identical sets of steam turbine machinery. Each unit has two Admirally three-drum boilers.

The ventilation system is extremely intricate and has been designed to give intricate and has been designed to give interest possible living conditions in labour-saving devices.

labour-saving devices.

The laundry is capable of doing the weekly wash for every person on board.

A canteen, two ice-cream and soda

fountains and a barber's shop are fitted

place for meditation and prayer.

a secondary operating theatre, are fitted under armour for dealing with action

Supply and Secretariat

for the ship's company. Their stores are stowed in over a dozen storerooms dispersed about the ship. Over 14,000 cubic feet of refrigerated space is pro-

The Stores Department provides all the other stores requirements in the ship. They have more than 20 storerooms, and in them are stowed a be-wildering complexity of items ranging

twentieth was originally intended as the Chilean battleship Alminante Cochrane, but was purchased on the stocks by the Admiralty in 1917, and after a

Coupon for photo postcard of H.M.S. Eagle and crest is printed in the bottom right corner of this

A large library and a cinema which shows many of the latest films are pro-

small air-conditioned chapel is fitted in a part of the ship where there is little noise, and this provides a quiet

Medical

There are three large wards with a total of over 30 beds, a well-fitted operating theatre and a dental surgery. Other emergency medical stations, and

The victualling department is responsible for providing all the requirements of the galley and bakery and, in addition, the supply of clothing and bedding

from soap to aircraft parts, and rope to radio valves—over 10,000 in all.

Pressure on our space precludes details of previous ships of the same name. The first—the Eagle of Lubeck

(894 tons)—was purchased from the Hanseatic League in 1592 for £70. The very eventful career was sunk by tor-pedoes on August 10, 1942.

Queen's Telescopes

TWO CADETS of the Royal Navy with homes in Scotland were pre-sented with Queen's Telescopes by the Commander-in-Chief, Portsmouth

Lothian, who was educated at Stowe School, Buckinghamshire.

The Commander-in-Chief, Portsmouth, who was accompanied by Lady Creasy, took the salute at a march past of Cadets before presenting the prizes. After lunch, he toured new accommodation at the

college.
The two Queen's Telescopes are article has been contributed by Doctor D. A. Kimbaal, President of Aerojet General Corporation, United States of America, and illustrated any ship or squadron.

The two Queen's Telescopes are article has been contributed by Doctor Priced at £4 4s. 0d., "Jane's all the presented, as from the Sovereign, to the two Chief Cadet Captains. They are engraved with the Royal Arms and bear an appropriate inscription,

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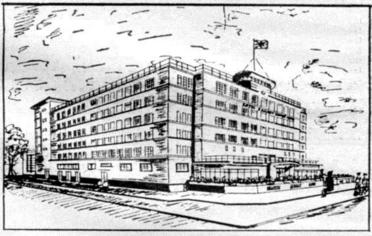
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Royal Sailors' Home Club



Architect's impression of the finished building

it has been his ambition to see the club building completed. Many difficulties have been overcome and at last he has been able to announce that sufficient money has been prom-

that sufficient money has been promised to see the venture through.

Under its Royal Charter, the R.N.B.T. has, for some years, maintained its inability to assist the club by means of a direct grant or loan—a view confirmed by the Charity Commissioners.

Thus it will be seen that, indirectly, most of the money has come from the King George's Fund, yet, at the same time, it is as a direct result of R.N.B.T. generosity that the £40,000 has been allocated.

Not only the Portsmouth Command but the whole Navy is grateful to the R.N.B.T. for this magnificent

The Trust, has, however, not been support, unsympathetic towards the club, and Subject unsympathetic towards the club, and has eventually overcome its difficulty by making over to the club its next two years' donations of £10,000 each from the King George's Fund for Sailors. It is also transferring a further £20,000 of King George's Fund money which is administered as a minor trust of the R.N.B.T.

The Admiralty has made a direct

SINCE COMMODORE C. L. G. contribution of £10,000 from the Evans, became Chairman of the residue of the Naval Prize Fund, and Management Committee last February a further £20,000 from this fund which would have gone to the King George's Fund, making a grand total of £70,000.

Thus it will be seen that, indirectly,

Subject to a satisfactory tender, work is expected to be restarted early in February.

It is the intention of the Committee to add two floors to the existing buildailors. It is also transferring a further ing which would provide an additional 134 cabins. There will also be 16 double cabins for ratings and their wives, and 10 single cabins for The Admiralty has made a direct W.R.N.S. ratings.

SHIPS OF THE ROYAL NAVY No. 4. H.M.S. EAGLE

Please forward one	pos	tcard o	fl	H.M.S.	Eagle,	as rep	roduc	ed at
the top of this page, block letters please.)	for	which	I	attach	stamp	value	1½d.	(Use

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PIN ONE STAMP VALUE 11d.

Photo postcards of H.M. Ships Theseus, Bulwark and Ocean may be obtained (without coupons), price 6d. each including postage,

For the first time Jane's gives a de-tailed chapter on guided missiles now being developed by every major

All The World's Aircraft

Chapter on Guided Missiles

being developed by every major power. There are now eighteen types of missiles in production all of which are American. Seven are of the surface to surface type, one air to surface, four surface to air, two air to air and four which are used for re-search purposes. A full and detailed

THE RECENT publication of "Jane's with many photographs of guided all the World's Aircraft" will be of great interest to all naval readers. The 46th issue, it contains thirty pages more than that of the previous year, thus reflecting the increasing activity of the Aircraft Industry. Details are given, not only of the World's Air Forces but also of the National Airforces but also of the National Airforces but also of the National Airforces Guided Missiles

Guided Missiles

with many photographs of guided missiles in flight.

The section on the U.S.S.R. Air Force is most revealing. According to Jane's, Russia will soon have a strong force of jet bombers consisting largely of the 37 type Bison, a four jet swept wing bomber having a range of over 7,000 miles and a speed of nearly 600 m.p.h., and the type 39 Badger, a twin-jet plane, range of 4,300 miles Lilley of Seafield Gullane, East Lothian, who was educated at Stowe m.p.h., and the type 39 Badger, a twin-jet plane, range of 4,300 miles and 600 m.p.h.

The Russian fighters have been greatly improved during the last year. It is thought that the new Mig 17 altered in fuselage and with a greater sweep back-of the wings could attain a speed of 745 m.p.h. This plane is said to possess more comprehensive radar than its predecessor and in-cludes an I.F.F. installation.

W.R.N.S. NOTES.

IT HAS been a very full month, and the pre-Christmas rush has been felt in W.R.N.S. circles. Invitations to ships' dances and other entertain-ments were received for almost every night of the week, and dances have been held in the units. Others have been taking part in Christmas shows, carol singing and helping at old people's and children's parties.

Farewells

All will be very sorry to say good-bye to First Officer Foster-Hall, and to Second Officer Warrior.

First Officer Foster-Hall leaves Victory and the Service at the begin-ning of the New Year; though she has ning of the New Year; though she has only been in Portsmouth for fifteen months she has become one of the best known and liked personalities in the Command. An outstanding shot, who has represented the Service on many occasions and has been the secretary of the R.N. Women's Rifle Association. Among other things her moving performance in the "Mikado" at Lee earlier this year will not easily be forgotten.

H.M.S. Excellent and the Command are very sad to lose Second Officer Warrior, who has been Officer-in-Charge W.R.N.S. and Command Film Officer since April, 1951. Among many other things she did outstandon leaving the Service we hear she will be taking a long holiday in Canada; it is hoped that she will not find the Canadian winter too severe!

We wish them both every success and happiness for the future

Nights at the Theatre

Whale Island put on a most successful revue, "Turn up the Brillianze."
A most original and attractive decor was created by Wren Hale; and glamour was provided by the

The Victory Players' "Sleeping Beauty" was a delightful pantomime in the true tradition, written by P.Os. Bishop and Croll. P.O. Bishop played a wonderful dame, and was supported by an outstanding cast, which in-cluded Wren Payne (Princess Day-dream) and Wren Townsend (Jolli-jack); unfortunately it is impossible

to mention everyone who took part.

For the second Christmas, Dolphin put on a very gay little revue, this year it was "Grewpup." Second Officer Cardew freely adapted the music of Arthur Sullivan to suit her own words, in a wonderful sketch all about the awful fate of a Naval air-man who found himself drafted to Blockhouse; she also made the costumes and took part in several things with Third Officer Cooper and Third Officer Seriven, who were the only girls in the show.

Children's Party

The W.R.N.S. Officers and Ratings of Duchess of Kent Barracks gave a Christmas party to 100 children from some of the poorer homes in the city, on December 10. All sorts of games and amusements were arranged, and it was evident that the children enjoyed themselves. After tea some car-toon films were shown, and finally Father Christmas arrived with a present for each child.

Old People's Party

More than fifty presents were sent by the W.R.N.S. officers and ratings for the Christmas Tree at the Old People's Party at South Parade Pier on December 5. These were gratefully acknowledged by Dame Elizabeth Kelly and a representative was invited to the party. Chief Wren Ray went along and was most impressed with all the arrangements for entertaining the old people of Portsmouth.

The W.R.N.S. ratings gave a successful dance in their Recreation Room at Duchess of Kent Barracks. The guests of honour were Colonel and Mrs. Brown from the R.M. Barracks, Eastney, Capt, and Mrs. Parrott from R.N. Barracks, and Chief Officer Cook, W.R.N.S.: many friends from ships and establishments in the Command were invited. Chief Wren Turner proved a very able Master of Ceremonies and prizes for spot and elimination dances were presented by Mrs. Brown.

The Wrens at H.M.S. Excellent

The Wrens at H.M.S. Excellent joined in both the chiefs and ships



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start - if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:-

> Air Marshal Sir Thomas Williams, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7.

SPORTING ACTIVITIES Inter-Unit .22 League

The Vernon team who lead most of the way, won the Inter-Unit League and thus retained the Inter-Unit Cup. They obtained ten points and Mer-cury was runner-up with eight points.

Inter-Command .22 Postal Shoot

This year's command "8" are: First Officer Foster-Hall (Victory) Second Officer Rigby (Victory), Third Officer Cooper (Dolphin), L./Wren Simmons and Wren Davies (Vernon), Wren Smithers (Eastney), Wren Hodgson (Mercury), and L./Wren Mills (Excellent) (Excellent).

Inter-Command Squash Rackets

The Inter-Command Squash Championships took place at R.N. College, Greenwich, at the beginning of the month. The standard of play was notably higher than usual. The Cup was won by Nore Command, Portsmouth came fourth. Unfortunately our second string, Third Officer Burleigh (Excellent) was unable at the last moment to play owing to injury. It is a sad thought for squash enthusiasts that this year's championships may be the last one to be held at Green-wich, owing to the low financial state of Command Sports Funds.

Badminton

Command Trials were held in the Gymnasium, R.N.B., on December 7. Two leading personalities in Portsmouth circles, Mr. D. Harvey, the Hampshire selector, and Mr. Thompson, of Portsdown club, very kindly came along and selected the following places to expressers. came along and selected the following players to represent Portsmouth:
Second Officer Laing (Mercury),
Second Officer Archer (Eastney),
Second Officer Ridley Thompson (Excellent), Cd./Wren Boumphrey (Victory), P.O. Wren Evans (Excellent),
L./Wren Cullen (Victory); reserves:
P.O. Wren Streeter (Excellent), Wren
Perry (Victory) The pairs byte not Perry (Victory). The pairs have not yet been decided; this will be done on the results of match performance.

New Patron for Q.A.R.N.N.S.

H.R.H. PRINCESS Alexandra Kent has kindly consented to become Patron of the Queen Alexandra's Royal Naval Nursing Service. The announcement appears in the "London Gazette" of December 16.

Once again, seventy-one years from its inception, a Royal Alexandra is associated with the Naval Nursing Service. The Princess is the greatgranddaughter of its first President, Queen Alexandra.

It was in 1902 that H.M. Queen Alexandra intimated her gracious wish to assume the Presidency of the staff of Sisters in Naval Hospitals.

staff of Sisters in Naval Hospitals, and the Geneva Cross on the sleeve was replaced by an embroidered badge consisting of a Red Cross on a white ground in a gold border, and above Her Majesty's monogram, two A's in red interlacing an anchor and cable, october, 1884, saw the institution

of the trained and certificated Naval Nursing Service, although in the first place untrained women, and then untrained men, were employed in R.N. Hospitals. The ten Naval Nursing Sisters appointed in that month to Haslar and Plymouth Hospitals were the forerunners of the 300 who served in the First World War by land and sea (nine lost their lives during the war) and of the 1,341 who served in the Second World War, Honours and Awards to Naval Nursing Sisters in the Second World War totalled 110, including two D.B.Es., two C.B.Es., one O.B.E. and twenty-one R.R.Cs., First Class or Bar, Members of the Q.A.R.N.N.S. have

seen active service in many Hospital Ships and in the Royal Yacht, and carry out very important administra-tive and instructional duties in the Wards and Training Sections of the male Sick Berth Staff Royal Navy. Peacetime numbers total about 220. Members of the Reserve of the Q.A.R.N.N.S. have also served in war

and emergency, and they contributed greatly to the effectual performance

of nursing duties during those times.

The position of President of the Q.A.R.N.N.S. was graciously accepted by H.M. Queen Mary on the death of Queen Alexandra in 1925. Since her death the Service has been without a

The following message has been sent to H.R.H. Princess Alexandra by the First Lord of the Admiralty:—
"May it please Your Royal High-

ness to know with what pleasure the Nursing Officers of Queen Alexandra's Royal Naval Nursing Service welcome you as their Patron, and send you their loyal greetings. The Sisters will now have even greater reason to be proud of the name 'Alexandra.'"

year.

H.M.S. Modeste.—Magazine.
1954-1955.

Friendly Wives

NORTH END BRANCH

OUR CHRISTMAS Bazaar was held in the gym at Whale Island, on Tuesday, December 6. Lady Willis (wife of Admiral of the Fleet Sir Algernon Willis), very kindly performed the opening ceremony. We were delighted to have her with us again. Master Michael and Michael the Puther. Michael and Miss Nicholette Rutherford, both in cadet uniform, present-ed her with a bouquet.

Festive Decorations

The gym looked very festive. It had been beautifully decorated by the staff of Whale Island with greenery and gaily coloured streamers, radiatand garly coloured streamers, radiating from a starry centre-piece in the ceiling, and a Christmas tree, which made a good setting from which we sold hand-made Christmas decorations. On the stalls were needlework and gifts, cakes and sweets, provisions and jumble ions and jumble.

Tea was served buffet fashion in Fisher Hall.

Among the various raffles was a beautifully decorated cake—representing a basket of flowers—which was made and presented by Mrs. Dewar. It was Mrs. H. N. Lee's lucky day, for not only did she win the cake, but also had the winning ticket for the box of Christmas groceries.

The proceeds of the sale amounted to over £30.

We are all very sad at the thought of losing our Chairman, Mrs. W. F. H. C. Rutherford, and as this was her last meeting, a farewell gift was presented to her by Miss Jacqueline Jennings.

.. VERNON BRANCH

THE BRANCH held a very successful Sale of Work in the Vernon Cinema. on Wednesday, November 30, which was kindly opened at 2.30 p.m. by Lady Creasy. Judith Riley, the small daughter of one of our Committee members, presented a bouquet.

The cinema was divided in half, with stalls on one side and a trellis enclosed space, with tables set for tea on the other. The stallholders were to be very much congratulated on the originality of their ideas. To add to the decoration and interest of the afternoon, there was a bran tub.

Magazines of the Royal Navy

Chats.-Magazine of the Chatham Port Division published every two months. Price 9d.

z Gazette. — Magazine of the Devonport Port Division, pub-lished monthly. Price 1s.

Vincent Magazine.—Magazine of H.M.S. St. Vincent, published three times a year. Price 2s. 6d.

Magazine. - Magazine of H.M.S. Ganges, published three times a year. Price 2s. 6d. H.M.S. Fisgard Magazine.-Magazine

for Artificer Apprentices, pub-lished three times a year. Price 2s. Live Wire.—Magazine of the Naval Electrical Branch, published three

times a year. Price 1s. Communicator. - Magazine of the Communication Branch, published three times a year by H.M.S. Mercury. Price 1s. 6d.

Blue Band.—Magazine of the Royal Marine School of Music and Royal Marine Band Service, pub-

lished three times a year. Price 1s. Navosp. — Magazine for all R.N.
Patients and Staff, published
three times a year by R.N.
Hospital, Haslar.
Price 6d.

Diving Magazine.-Magazine of the Divers' Branch, published quart-erly by the Diving Section H.M.S. Vernon. Price 1s.

The Thunderer.-Magazine of the R.N. Engineering College, published April, July and December. Price 2s.

Globe and Laurel.—Magazine of the Royal Marines, published month-ly by R.M. Bks., Eastney. Price 1s.

Also recommended are:-

Naval Ordnance Inspection Journal.

Stand Easy.—Magazine of H.M.S. Ocean. Published three times a

which took the form of a wishing well.

Before opening the sale, Lady Creasy viewed the stalls and was in-troduced to the stallholders by the chairman, Mrs. J. Grant.

The tea arrangements by an excellent committee under Mrs. Clark were ably carried out.

Among the guests were Mrs. Fawkes, Chairman of the Gosport and Fareham Branch; Mrs. Rutherand Farenam Branch; Mrs. Ruther-ford, Chairman of the North End Branch; Mrs. Tregenna-Piggott, Chairman of the Southsea Branch; Mrs. Salter; Mrs. Forman; Mrs. Bur-nett; Mrs. Stanning and the Secre-taries of the North End and Southsea Branches Branches.

Raffles were displayed on a stall of their own and consisted of an unusual their own and consisted of an unusual crocheted bedspread, made by members of the sewing class, under Mrs. Walmsley; a lovely basket of fruit, given by Mrs. Mooney; a beautiful hand-embroidered tablecloth, made and given by Mrs. Coxwell, our treasurer; and a Christmas cake, given by Mrs. Grant. The raffle winners were: Mrs. Parker, Mrs. Blackwell, Mrs. Heath and S.P.O. Edwards. Edwards.

Children's Party

The annual Children's Party was held on Wednesday, December 14, also in the cinema. This time the scene was entirely different, with a large gaily decorated Christmas tree, large gaily decorated Christmas tree, balloons, holly and an enormous plum pudding. Tea was preceded by a special children's film and a conjuring show by Inst. Lieut. K. Boardman. After tea, Father Christmas (C.P.O. Rowe) emerged from the Christmas pudding, which was cut by Mrs. H. Wilkin and several small helpers, and each child received a small present from him. We were very pleased indeed to have ten child visitors from Service House as our guests. Some very happy photographs were taken at the party which we hope was enjoyed by everyone.

We thank Mr. Frost, the head gardener of H.M.S. Vernon, for his beautiful flower arrangements and everyone else who worked so hard to contribute to the success of these two occasions.

Future Events

All future meetings will be held in the Wardroom Annexe at 2.15 p.m. on the SECOND WEDNESDAY of each month, instead of the last, as previously.

The first of these will be the General Meeting on January 11. Mrs. Thisleton-Smith, who recently accompanied her husband to Russia, during the Fleet visit last summer, will give a talk on her experiences and, in addition, a film which was made in H.M.S. Vernon will be shown.

The first Sewing Meeting for 1956 will be held on January 18. These will be organised by Mrs. Walmsley who hopes for many new recruits for this and subsequent meetings.

Rifle Brigade

IN THE name of the officers and men of H.M.S. Victory, the Commodore of the R.N.B. wrote to the Colonel Commandant of the Rifle Brigade to suggest that an unofficial association should be instituted between the Rifle brigade and the Barracks in recogni-tion of the Regiment's "Copenhagen" battle honour and its right to wear the naval crown. The suggestion was made because it was felt that, in the absence of an H.M.S. Elephant, these Barracks have the following connections with the Rife Brigade: the Rifle Brigade:

- •1 Nelson flew his flag in Elephant at Copenhagen. These Barracks bear the name of his last flagship.
- Elephant is depicted and named in a frieze of Copenhagen on the walls of our Mess.
- R.N.B., like the Rifle Brigade Depot, is situated in Hampshire.

The Colonel Commandant, on behalf of the officers and other ranks of the Rifle Brigade, has accepted the offer and has said how immensely appreciate the suggestion. He ended by writing: "I should be glad if you would accept and convey to the officers and men of H.M.S. Victory the very sincere thanks of all of us in the Rifle Brigade for your most kind suggestion, which will assuredly result in forging a strong friendship."

Have YOU a personal problem . .? ASK JOHN ENGLISH

WOULD BE grateful for the fol-lowing information which, I think, is of interest to quite a lot of ratings nearing completion of their active service.

1. The actual cost of Discharge by Purchase from the Royal Fleet Reserve on the date active service completes.

2. To whom application is made to buy onself off the Reserve.

3. Whether time served as a boy reduces the period of reserve, e.g., 2 years served as a boy reducing the period of time to serve in the reserve to 3 years.

Answer: In reply to your letter of December 6, the cost of purchasing discharge from the R.F.R. for a Special Service man at any time during the reserve portion of his engage-ment, is £40.

ment, is 240.

2. Application to purchase discharge from the R.F.R. should be made by letter to the Registrar, R.F.R., of your port division, but an application in anticipation while still serving should be by request in the normal manner to your commanding

3. Time served as a Seaman Boy does not reduce the period of reserve time, as Boys are entered on C.S. enallowed to transfer to a Special Service engagement, undertake to serve for 12 years from the age of 18, the first 7 years with the fleet and the remaining 5 in the reserve. Ratings who make initially on a Special Service engagement. enter initially on a Special Service engagement while under the age of 18
undertake to serve for a total of 12
years from the date on entry, but do

I do years from the date on entry, but do not complete the active service part of their engagement until 7 years the money. I note you will be entitled after their 18th birthday; time served before the age of 18 thus reduces the 26, 1956, when you will receive £25.

SPORTSMAN

A CURRENT RUGGER personality

Purchase of Discharge from R.F.R. reserve portion of the engagement to less than 5 years.

Gratuity

Gratuity

I WAS reading your column in this month's NAVY NEWS and I found that under the heading of "Discharge by Purchase" a very interesting thing, to me, anyway. The piece that caught my eye and made me think, was about the four years' bounty scheme. You see, sir, I did exactly the same as your writer. I was paid £25 plus £8 in lieu of civilian clothes, which you received abroad, or in preference to clothes. Anyway, I signed on for a C.S. engagement before I completed the four years.

According to the person that wrote to you, he received £25 in lieu of the £100 he would have received if he hadn't have signed on. Well! I haven't received any £25 in lieu. What I would like to know is, am I entitled to that money. If I am, would you please tell me which A.F.O. it's contained in, and how to go about it. Answer: In reply to your letter of December 4, you will be pleased to hear that as far as I can ascertain, you were entitled to a £25 gratuity when you transferred from your 4 year to C.S. engagement, and that there is no notation on your Service Certificate that this has been paid to you.

I expect reference will have to be

you.

You.

I expect reference will have to be made to the Director of Navy Accounts, before you can be paid the £25 but you should put in a request through your Divisional Officer at once "re non-payment of £25 gratuity due under A.F.O. 3182/55, paragraph 12(a)"

Advancement Prospects, 1956

("Sir, I lack advancement", Hamlet, Act 3, Scene 2)

vancement depend on such factors as the rate at which his seniors are leaving the Service and the rate of their re-engagement; the rate at which men become qualified for advancement and the position a particular man holds in the advancement roster pertaining to his rate.

THE ADVANCEMENT ROSTER

Rosters are controlled by the "basic date", and the order in which men are placed on the roster is determined by their basic dates. These dates vary in their basic dates. These dates vary in different branches; they may depend upon seniority in the rating held, or date of passing for the next higher rate, or as in the E.R.A. and Supply and Secretariat Branches, on a combination of seniority and date of passing. Each year Admiralty calculate Port Division Numbers for each rate and Branch of the Service to provide for manning the Fleet to the scale required; men are advanced to fill required; men are advanced to fill vacancies occurring in the Port Division Numbers, and are taken for advancement from the top of the Advancement Roster. If the roster runs dry advancement follows qualification almost immediately (although it is of course subject to recommendation) If on the other hand, the roster tion). If, on the other hand, the roster shows signs of stagnating a minimum "trickle" flow regardless of vacancies takes effect to prevent complete block-age of advancement resulting from, say, a reduced authorised Navy Vote

The movement of the advancement roster is controlled, therefore, by the number of advancements taking effect. Men receiving "red" recommendations for advancement at the six monthly recommendations—a number strictly limited by Admiralty Fleet Order move up the roster more rapidly than those who receive the normal "black"

recommendations, The inter-play of red recommenda-tions, of changing Port Division Numbers resulting from alterations in the Navy Votes and of men reaching the Navy Votes and of men reaching the end of their engagements, makes accurate long-term forecast of a Branch's advancement prospects hazardous. Nevertheless limiting ourselves to the next few months we will now make a bold guess at the prospects in the larger Branches.

ADVANCEMENT PROSPECTS IN THE PORTSMOUTH PORT DIVISION

Seaman Branch

Advancement to Chief Petty Officer has been at the rate of two or three per month; this is expected to be in-

glandular fever and was unable to play until early February, 1955. For-tunately he quickly recovered and although not considered completely fit for the first inter-services game with the R.A.F., after a few minor games with the Royal Naval College, Greenwich team he regained his posi-Greenwich, team he regained his posi-tion in the Navy team when they de-feated the Army 8-3 in a thrilling match at Twickenham. This was the final effort of a foreshortened season.

Captained Navy

The present season found him at H.M.S. Dryad where with opportunity to train and play with the United Services, Portsmouth, his progress has continued. He played in the opening games for the U.S. 1st XV, who are having their most successful season for some years. Recently he has been travelling up to Northumberland to play in their County Championship matches, and has not played in Portsmouth. This does not mean that he has been lost to Services rugger, for in November he captained the Navy in their first match against Devon, and over the Christmas leave period he is touring France with the Combined Services.

If asked for his greatest moment in rugger Pearey would probably men-tion the first England trial on Decemtion the first England trial on December 3 this year. Brought in as a reserve he acquitted himself very creditably, and stole much of the limelight from such notable players as Butterfield and Davies. He was travelling reserve for the second England trial in mid-December and though not optimistic about his chances of a cap, he regards these games as a valuable experience which may help him in the coming seasons. may help him in the coming seasons.
Certainly at the age of twenty-two he
has plenty of time to improve, and
may yet reach the ultimate goal of all rugby enthusiasts-to play for his

THE PROSPECTS of any rating's ad- | creased during 1956. It is of interest | to Chief Mechanician, immediate prethat men are now being rated Chief Petty Officer at ages between 31 and 36 or very similar to those in force 20 years ago. Leading Seamen passed for Petty Officer wait about two years before being advanced and this period appears to be shortening slightly. The prospects for advancement to Leading Seamen are rosier still with a waiting time of nine or 10 months and this period might become even less in 1956.

Engineering Branch

Advancement to Chief Engine Room Artificer is working at about 16 per year: in contrast, the man who passes and is otherwise fully qualified for Chief Mechanician is advanced almost immediately. Advancement to Chief Engineering Mechanic is by "trickle" namely, eight every six months; however, the rate of advancement is likely to increase towards the end of the year. For advancement to Petty Officer Engineering Mechanic, a Leading Rate who is qualified for advancement has a waiting period of about two years. Advancement prospects for junior ratings are extremely bright and advancement to Leading Engineering Mechanic occurs almost immediately on full qualification.

Communications Branch

Advancement to the Chief Petty Officer Rate is rather slow—some two on the Telegraphist and two on the Signals side every six months. In the case of advancement to Petty Officer and Leading Rate prospects are ex-cellent. For Petty Officer, a rating has to wait about two years, whilst for advancement to the Leading Rate very little waiting time is required.

Electrical and Radio Branch

Advancement to Chief Electrical Artificer and to Chief Radio Electrical Artificer is proceeding fairly rapidly, some six and three respectively being advanced in each six months. In the mechanician category Electrical and Radio Ratings follow the general trend of mechanicians—that is to say, a stiff training followed by automatic advancement and, for those who qualify themselves for advancement

ferment to that rate.

Chief Petty Officer Rates in the Electrical and Radio Electrical Branches are up to strength, and advancement proceeds steadily in vacan-cies (say about two every six months). Petty Officer and Leading Rate levels on both Electrical and Radio sides are, however, short of numbers and thus advancement follows immediately upon full qualification.

The Supply and Secretariat Branches enter a new system of advancement on June 1st, 1956, and this will be explained, and the prospects in these and other, smaller, branches will be forecast in an article next month.

Salisbury and District White Ensign Association

AT THE first Monday in the month meeting of the above at the British Legion Headquarters there was a good attendance.

It was agreed to send coal and logs to needy Members, and also to the widows of three of our late Members, for Christmas,

Arrangements are well in hand for the Members' Children's Party, which consists of a visit to a pantomime and on to a tea, to be followed by fun and games.

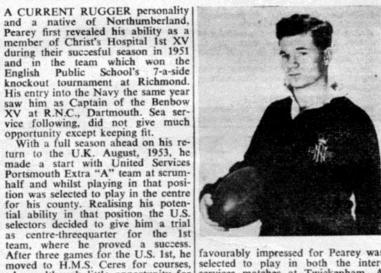
The Officers and Members extend to all shipmates, serving and retired, a Happy and Prosperous New Year. The Association welcomes any serv-ing Naval men resident in the Salis-

bury area at any of our meetings whenever they are in the district.

A message was read from our Vice-President, in his unavoidable absence,

stating he would be pleased to assist any Engineering Rating in obtaining employment,

FOR CLASSIFIED ADVTS. SEE PAGE 16



favourably impressed for Pearey was selected to play in both the inter-services matches at Twickenham. A brief tour of France with the Navy team completed his first full season of

Selection for the Navy trial was followed by inclusion in the Navy side versus Devon. The Navy selector was

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where although little opportunity for service rugger he played for Ceres and

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CIVILIAN RAINCOAT (any style), £9-9-0-Choice of 9 colours, 5/-

CIVILIAN SUIT (single-breasted or double-breasted), £10-10-0 and £12-12-0, 5/- weekly

JUMPER SUIT (made to measure), NAVAL RAINCOAT and SHOES, 5/- weekly by Naval allotment (No Deposit) HAND TAILORED MADE-TO-MEASURE SUIT (any style required), £12-12-0 to £16-16-0, 7/6 weekly by Naval allotment (No Deposit).

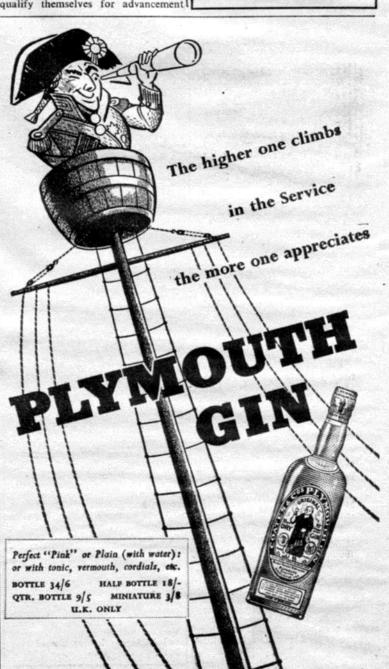
HAND TAILORED MADE-TO-MEASURE SUIT (any style) and SINGLE- or DOUBLE-BREASTED RAINCOAT (choice of 9 colours), 10/- weekly by Naval allotment (No Deposit)

ALL ABOVE OFFERS HAVE A WRITTEN GUARANTEE WITH EACH ORDER

JEWELLERY DEPARTMENT

WATCHES (Ladies' and Gents') £5-5-0 to £12-12-0, 5/- weekly by Naval WRITTEN GUARANTEE WITH EACH WATCH

IMMEDIATE SERVICE * GUARANTEED GOODS * FIRST-CLASS DELIVERY OUR REPRESENTATIVE WILL VISIT ANYWHERE ON RECEIPT OF YOUR LETTERS



Married Quarters

THE END of the year is a good large increase in the number held time to review the situation, and the should be expected, but there will, and the properties of course, be the usual turnover as devoted to this task.

In housing people during 1955 the main achievement has been in hired married quarters (rented furnished houses). The numbers already in these "hirings," plus those authorised to find them is now equal to the total number authorised by the Admiralty. There has been an increase of nearly 70 per cent, in the number housed since the centralised roster and administration were brought into force last April. The waiting time for those at the top of the roster last April was sixteen months. It is now six months for Chief Petty Officers, and eight months for Petty Officers and Junior Ratings. The number of suitable houses available to rent has varied considerably, but has recently been at its highest. Throughout the period, endeavour has been made to take as many as possible in order to reach the Admiralty ceiling number as rapidly as practicable.

The number of new houses completed, twenty for officers and forty for ratings, has been disappointing. It has been attributed to a number of causes, such as the bad weather last winter, the rail strike and consequent shortages of material and, in particu-lar, shortage of skilled workmen in particular trades at critical times. It had been hoped that the number of ratings' houses completed would have been very much higher.

Prospects for 1956

Most readers of this article will be more interested in the prospects for 1956. It is a rash man who dares to prophesy the state of the market for furnished houses to rent or how much will be achieved by builders.

So far as hirings are concerned, no

MOTORING NOTES

THESE BEING the first Motoring Notes of the New Year, and in the spirit of good fellowship to all motorists, may I wish you all good motoring and freedom from trouble for 1956.

A New Year Resolution

To take the spirit of good fellow-ship a little further, may I suggest a good resolution for you all: "I will never under any circumstances whatsoever pass, or attempt to pass, another vehicle on a bend or corner, or within a quarter of a mile of a bend or corner, neither will I attempt to overtake on the straight unless I am absolutely sure that I can do this in safety to myself, my passenger, and other road users."

If the majority of us could keep such a resolution a major cause of accidents would be avoided I am sure. unfortunately, however, even the most benign and mild people seem to take on a different character once they climb into their car or straddle their motor-cycle, and often become quite belligerent and selfish in their disregard for other road users. I have often had this brought home to me in my job in which I frequently meet naval motorists of all types. It would surprise many of you to hear what your passengers say about your driving. Probably the most frequent remark I hear is: "My husband scares me the way he drives, he always seems to be in a hurry and drives too fast. It's no good telling him, he gets so annoyed if I do."

Wall there it is charge straight.

Well, there it is, chaps, straight from the mouth of your nearest and dearest. My own, incidentally, isn't afraid to tell me if I am hogging things somewhat, and I must confess. she is usually right. Mark you, I don't usually slow down straight away and admit my guilt, I usually wait until traffic conditions necessitate more moderate driving and then ease up inconspicuously, thus saving my face and preserving my dignity whilst pacifying my wife at the same time.

New Car Deliveries

During recent weeks the supply of new cars to the home market has undergone a drastic and unprece-dented change. Most dealers have full showrooms and it is possible to obtain showrooms and it is possible to obtain immediate delivery of practically any of the popular cars. It is difficult to forecast how long this will last, probably only a few weeks, and it is almost certain that by early spring there will once more be waiting lists. If I were contemplating buying a new car I think I would start looking around now, whilst there is something to look at and one can be a little

A. E. Marsh.

place. Not only are we nearing the ceiling number allowed by the Admiralty (there will, however, be a percentage increase in this figure in January and April) but there are indications that the supply is drying up. Houses are also more difficult to obtain from Easter until the end of the summer, and there is a continuous wastage as leases are terminated by landlords who want to return to their

own houses.

The weather for the next two or three months will influence the rate at which new houses come along, and there are the other factors mentioned earlier. There are, however, some 130 houses at Brockhurst and some 130 houses at Brockhurst and Paulsgrove half or more complete, all of which should be occupied long before the end of the year. Work can before the end of the year. Work can go on in them in most kinds of weather. There are 34 others on the way at Paulsgrove, and work on another sixteen, and on 60 flats, will start shortly. By Easter houses should also become available at Rowner and at Eastney: by the end of the year all, or nearly all, the 194 should be finished. Work on the main contract for the 96 flats at Stamshaw is starting, but no guess can be hazis starting, but no guess can be haz-arded as to completion dates. News that the contract for some 170 houses at Gosport has been let is expected at any time, and the first few may be completed in 1956. The contracts for about 300 houses at Gosport, and 206 at Purbrook should be let before long, and then the whole building programme for 1,250 ratings' houses will be in full swing.

Houses Completed

About Easter it is hoped that the first of the officers' houses at Drayton will be completed. They will be for officers of the rank of Lieutenant or below. At the same time houses for officers of the rank of Commander and above may begin to come along at Eastney and north of the Drayton site. Work at the other sites at East-ney, Monckton House and Fort Gomer should start soon. An Admir-alty decision is expected before long on a proposal to build a block of maisonettes in Southsea.

The prospects for 1956 are, there-fore, that, whilst the increase in hirings will be smaller, there will be a large number of new houses com-pleted. Many more will spend Christmas, 1956, in a quarter than was possible this year.

A reminder to those who have recently returned from 15 months' or more foreign service away from their wives, particularly the old commission of Newcastle and Modeste. They can apply for priority in the allocation of a quarter and, to all intents and purposes, go to the top of the roster. Anyone who does not know the details need only apply to his Divisional Officer.

It does not seem to be fully real-It does not seem to be fully realised that, when a man reaches the top of the roster, the Drafting Office is asked whether he is likely to remain in the Portsmouth area for another six months. It is only if the answer is "yes" that a quarter is offered. It must not, of course, be taken that draft is stopped as there taken that draft is stopped as there are bound to be occasions when unexpected drafts have to be filled.

Home Air Command

The following information about

The following information about married quarters in Cornwall was given in answers to questions in the House of Commons on December 7, 1955:—

At Culdrose: 42 for officers and 102 for ratings, mostly sited on a housing estate adjoining the station, and 2 mile from the centre of Helston. ston.

At St. Merryn: 32 for officers and 78 for ratings, mostly on the outskirts of Padstow.

At present some of the quarters at St. Merryn are occupied by Naval personnel serving at St. Merryn, and others by R.A.F. personnel serving at St. Mawgan. Surplus quarters are at present being allocated the families of Naval personnel serving elsewhere, and to R.A.F. personnel from St. Eval.

DRAMA FESTIVAL

March 6, 7 and 8 are the dates of the Drama Festival, Royal Naval Barracks, Portsmouth, is hoping to follow up the success of the panto-mime and capture the cup from Vernon. Intending actors, actresses and backstage boffins should ring

H.M.S. HARDY

H.M.S. HARDY, the first to be com-pleted of the Blackwood Class Anti-Submarine Frigates, and the first of the new type post-war frigates to come into service since the war, was pro-visionally accepted into H.M. Service

on December 15, 1955, at Glasgow, The Hardy was launched in November, 1953, by the widow of Captain B. A. W. Warburton-Lee, V.C., R.N., who led the attack at the first battle of Narvik and lost his life in the destroyer that then bore this name.

Frigates of this class are designed is anti-submarine vessels and are fitted with the latest equipment for locating and killing submarines. They are highly manoeuvrable and the hull form has been designed to enable them to maintain a high speed in heavy seas during submarine search. Of all-welded construction they have been prefabricated in such a manner as to allow for rapid construction. They are intended to work in conjunction with anti-submarine frigates

of the Whitby Class.

H.M.S. Hardy, which has a single screw, is powered by geared turbines of an advanced design which are ex-tremely economical in fuel consumption at cruising speeds. The turbines have been built by Messrs. Yarrow Co. Ltd. to a design by the English Electric Co. Ltd.

This frigate is armed with three 40 mm. Bofors guns and two three-barrelled anti-submarine mortars, Each can fire a pattern of large pro jectiles with great accuracy, and the projectiles can be set to explode at a predetermined depth. These weapons can be trained over a wider arc than any previous types of anti-submarine mortars. Two twin torpedo tubes are also installed.

The dimensions of the ship are-

The dimensions of the ship are—Length, extreme, 310 feet; Length between perpendiculars, 300 feet; Beam, i.e. breadth extreme, 33 feet.

The hull builders and main machinery contractors are Messrs, Yarrow & Co, Ltd., of Glasgow. The normal (peacetime) complement is seven officers and 104 men.

The electrical system is A.C. 440

The electrical system is A.C. 440 volts, three-phase, 60 cycles.

Particular attention has been given

to the provision of the best possible accommodation arrangements in these small ships. Improvements include special schemes of furnishing and the provision of plastic table tops, pat-terned linoleum and other minor items. The ship's galley is fitted with an electrically controlled oil range; a laundry is provided, stainless steel washbasins with and cold supply are fitted in and

SLEEPING BEAUTY

THE ROYAL NAVY has of necessity to spread its Christmas over the sur-face of the world. It is the first time, however, that R.N. Barracks has spent a Christmas at Dangle. On December 7th, 8th, 9th and 10th some 1,500 people enjoyed the Christmas pantomime, "The Sleeping Beauty," which was located in Dangle, alias the Victory Theatre. the Victory Theatre.

The Victory Players united to give a first rate traditional show. Many exciting costumes and deliciously apt scenery showed how important a framework is the contribution of the back stage workers. In an all-ratings cast the chorus worked hard and their unison led one to suspect the hidden presence of a G.I. Patrizia Payne (Princess Daydream) was all starryeyed wonder; the good fairies at her christening had given generously of their bounty—a sleeping beauty we would all have liked to awaken. Sheila Townsend as principal boy was a pleasing foil—a brave man in the line of Viola. It is a matter of regret that there are not more cabin boys like her. Jack Beard as the king strode the boards with a real and royal spendour. He was every inch a king. Solomon in all his glory was not arrayed like him, a lily of four nights flowering, for his costumes were splendid. The Dame (Ben Bishop) and Whippit and Stowitt (Arthur Martin and Bill Whyms) the two bright boys and Bill Whyms) the two bright boys who claimed to have "flogged half the Barracks," were a perfect trio, giving a cracking forceful pace to the show. Brenda Shacklock (page), Joan Hudson and Doris Bray (good and wicked Fairies), Richard Weaver (Prince) and Alan Smith (Court Jester) were delicate cameos in a sparkling gallery. Maurice Martin and Maurice Prendercast revealed lovely music at their finger tips and Molly Maltby sang enchantingly.

Much is due to Ben Bishop the

Much is due to Ben Bishop the the author and to producer Jimmy Croll. film.

Promotions.

The following promotions have been Surgeon Captain (D)), William L. Moundade to date, December 31, 1955:

made to date, December 31, 1955:

Commander to Captain.—Peter G. C. Dickens, Charles K. S. Aylwin, Alan W. F. Sutton, James G. T. Western, Denis F. Chilton, Richard H. Connell, Alexander S. Whitworth, John R. G. Trechman, William W. Muir, Geoffrey H. Carew-Hunt, Christopher A. James, Andrew M. Lewis, Herbert T. Harrell, Peter B. Marriott, Robert White, Peter M. Compston, Frederick Stovin-Bradford, Herbert J. Lee.

Lee.

Lieutenant-Commander to Commander.

—Charles R. Sims, Ivan Hall, Peter W. Stewart, Thomas S. Hampson, James Ashforth, Gerald R. Woolston, Thomas W. Stoker, Tom V. G. Phillips, Harry G. Vere, Michael Beeching, Peter G. Brooker, Geoffrey A. G. Williams, Richard O. E. Caton, James B. Paterson, Frank W. Hunt, Hugh S. May, Peter M. Austin, Phillip R. Wood, George R. Villar, Peter W. Spencer, Andrew G. Johnson, Barrie H. Kent, Michael Hayward-Butt, Godfrey C. Hathway, David G. Roome, Brian H. G. M. Baynham, Gerald R. M. de la Pasture, James G. Jungius, Alan Gordon-Johnson, Ronald S. Forrest, Alan G. Watson, Thomas M. B. Firth, Sydney J. A. Richardson, Frederick J. Thomson.

ENGINEERING BRANCH

Commander to Captain.—James E. P. Smeall, Geoffrey W. Tanner, Arthur J. Cawthra, Hugh G. H. Tracy, Douglas P.

Sparham.
Lieutenant-Commander to Commander.
—Thomas G. Dyer, Michael A. J. M.
Hayward, Thomas E. Marshall, Edward
M. Halley, Joseph W. Stead, Bruce W. G.
Gurney, David C. Eastwood, Herbert
Gardner, John O. Wigg, Harold R. C.
Young, Paul A. Turner, Ronald W. Brenton, William E. Morris, James D. East.

ELECTRICAL BRANCH Commander to Captain.—Lucien Hix, rederick L. Millns,

Frederick L. Milins.
Lieutenant-Commander to Commander.
—Richard N. Roger-Jones, Hugh G. B.
Morgan, John K. H. Freeman, Philip A.
Watson, David G. Edwards, Frederick S.
Turnbull, Albert E. Foster.

INSTRUCTOR BRANCH Lieutenant-Commander to Instructor Captain.—Ernest F. Byng (Acting Captain), Eric T. W. Smyth (Acting Captain). Acting Interim Instructor Commander to Instructor Commander.—Arthur J.

Instructor Lieutenant-Commander to Instructor Commander.—George E. Thomas, Donald J. Tarr, Leonard G. Brooks.

Brooks.

MEDICAL BRANCH

Surgeon Commander to Surgeon Captain.—William J. F. Guild, Derek D. Steel-Perkins, Geoffrey H. G. Southwell-Sander (Acting Surgeon Captain).

Acting Interim Surgeon Commander to Surgeon Commander.—Robert St. C. Mooney, Alan J. Barrett, Henry M. Darlow, Arthur J. Gaskell.

Surgeon Lieutenant - Commander to Surgeon Commander.—Joel Glass (Acting

Surgeon Commander,---Joel Glass (Acting Surgeon Commander).

Surgeon Commander (D) to Surgeon Commander (D) Surgeon Commander (D) Surgeon Commander (D) Captain (D).—Philips Turner (Acting R.N.V.R.—Philip A. Crow.

Surgeon Lieutenant-Commander (D) to Surgeon Commander (D).—Frederick L, Hall, John A. R. Hemsted.

SUPPLY AND SECRETARIAT
BRANCH
Commander to Captain.—Frank V.
Harrison, Anthony Woodfield, Horace C.

Ligdon.
Lieutenant-Commander to Commander.
-Frederick Penn, Arthur C. W. Jones,
Maurice Laborda, Richard I. Tiddy,
Michael C. Lawder, Robert N. Heard,

ROYAL MARINES

Lieutenant-Colonel to Colonel.—Reginald C. de M. Leathes, Arthur O. Powell,
Major to Lieutenant-Colonel.—David
G. Tweed, Peter A. Spittall, Nigel H. D.
McGill.
Captain

Captain to Major.—Harry J. Pwell, Marcus F. L. de Spon, William J. G. Acton, Kenneth C. Morriss.

ROYAL NAVAL RESERVE

Commander R.N.R. to Captain R.N.R.

George W. Houchen.
Lieutenant-Commander to Commander.
—David J. Brinn, Alan H. B. Anderson,
Percy Redhead, John Simms, William E.
Quirk, Derck K. Dunlop.

ENGINEERING BRANCH Commander R.N.R. to Captain R.N.R. Edwin F. J. Woods.

SUPPLY AND SECRETARIAT
BRANCH
Lieutenant-Commander R.N.R. to
Commander R.N.R.—Keith T. Maidment, William E. Sandifer.

SUPERNUMERARY LIST PROMOTIONS Commander R.N.R. to Captain R.N.R. Marmaduke S. Hodson, Charles A. Meyer.

ROYAL NAVAL VOLUNTEER RESERVE

Lieutenant - Commander R.N.R. to Commander R.N.R.—James Andrew.
Commander R.N.V.R. to Captain R.N.V.R.—Alan V. Turner.
Lieutenant-Commander R.N.V.R. to Commander R.N.V.R.—Herbert A. Walkinshaw, Alan J. Hibbert.

AIR BRANCH
Lieutenant-Commander (A) RNVR to
Commander (A) R.N.V.R.—Alan V.
Donaghy.

SUPPLY AND SECRETARIAT
BRANCH
Commander R.N.V.R. to Captain
R.N.V.R.—William R. Proud.
Lieutenant-Commander R.N.V.R. to
Commander R.N.V.R.—Frank Stone.

MEDICAL BRANCH Surgeon Commander R.N.V.R. to Sur-con Captain R.N.V.R. — Ernest G. geon Brewis.

DENTAL BRANCH
Surgeon Commander (D) R.N.V.R. to
Surgeon Commander (D) R.N.V.R.—R
Surgeon Captain (D) R.N.V.R.—Ralph

FILM NOTES.



FILMING OF "SON OF A GUN" RECENTLY whilst in Malta, H.M.S. Birmingham has been employed in the filming of "Son of a Gun," a comedy starring John Mills, Richard Attenborough, Lisa Gastoni, Michael Howerd and Brian Forbes, and directed by Jay Lewis.

The enclosed photograph shows the part of the film where John Mills and his friend Richard Attenborough go ashore in Naples. There they meet Lisa Gastoni, who is looking after the baby of a friend of hers. While Richard Attenborough goes off with the girl, John Mills is left with the baby. Completely at a loss to know what to do with the baby, he returns to the

ship and attemps to smuggle it on-board in a gash bin.

Also included are photographs of a party given by the film company for the "extras" that took part in the

New Releases to Ships and Establishments of the Royal Navy "Cast a Dark Shadow" (Eros Films); "Geordie" (British Lion);
"Not as a Stranger" (United Artists);
"John and Julie" (British Lion);
"Value for Money" (J. Arthur Rank
Film Distributors);

"Man of the Moment" (J. Arthur Rank Film Distributors); "Touch and Go" (J. Arthur Rank

Film Distributors); 'We're No Angels' (Paramount); 'You're Never Too Young' (Para-

mount);
"Lucy Gallant" (Paramount);
"The Sea Chase" (Warner Bros.);
"Strange Lady In Town" (Warner

Bros.);
"Battle Cry" (Warner Bros.);
"The Prodigal" (Metro-Goldwyn-Mayer);
"Wizard of Oz" (Metro-Goldwyn-

Mayer);

Photography in the Royal Navy



THE NAVAL Photographer is often envied by his shipmates, who see only one side of his activities. The fact that he is an oft-maligned individual who works long and erratic hours, and alternates rapidly from grandstand viewpoints of important occas-ions to the remote seclusion of the darkroom, and from the black depths to the windswept and sunscorched upper regions, is often over looked. Let us examine some of the rôles in which he can be cast, and so a better appreciation of his

Recording the fall of shot from cruisers and destroyers engaged in low angle gunnery practices often involves long hours spent in a fleet tug, or perched high up in the firing ship. Complicated 35 mm. cine equipment has to be used under difficult condition and the photographic results of tion, and the photographic results of the day's shoot have to be made available to the Fleet Gunnery Officer as soon as possible after comple-tion of the shoot.

Always Alert

In an aircraft carrier a photo-grapher may find himself employed in many roles. All landings, accelerat-ed take-offs and aircraft accidents are recorded with 16 mm. cine cameras. The photographers have to remain continually alert, and are sometimes exposed to the dangers associated with mishaps on the flight deck. In the hangar and on the flight deck cameras and magazines of film are cameras and magazines of film are fitted to the reconnaissance aircraft, and the cine-gun cameras of fighter aircraft are loaded with film for the recording of combat practices. In the photographic section the processing of films from aircraft, and the cine and still cameras on deck, is carried on all day. In addition, there is the normal photography of radar screen, defective or modified equipment for inclusion in reports, copying of inclusion in reports, copying of charts and diagrams, and the production of press and cine material of news value for the Chief of Naval information to be carried out.

A number of photographers are borne in an aircraft carrier, but in many ships a photographer is re-quired to have sufficient knowledge quired to have sufficient knowledge to be able to work completely on his own. He will have many varied tasks to perform, and his training has to with their photographic problems.

be complete enough for him to do so without reference to experienced higher rates. This training is under-taken at the Royal Naval School of Photography, situated at Ford in Sussex. Here a photographer receives his basic training, and subsequently returns for more advanced technical training for higher rate. He is re-cruited into the Naval Airman branch, and spends twenty-seven weeks at the school gaining a thorough grounding in the theory of light and optics, the chemical processes involved in photography, and the principles involved in the use of associated equipment. He carries out practical work with press, stand and cine cameras of many types practical processes. eras of many types, practical processing, printing and enlarging, and learns to apply this knowledge to airphotography and the many specialised service requirements. After completing this course he is rated Photographer Second-Class, Having served approximately three years as a photographer. approximately three years as a photo-grapher, he may be recalled to the school to undergo a further sixteen weeks of more advanced instruction before being rated Photographer before be First-Class.

Training Courses

A number of National Service photographers are at present being trained. Their course is of sixteen weeks' duration, and they are rated Photographer Third-Class on completion. Naturally they are not trained as fully as the Photographer Second-Class, but they are capable of a high standard of work.

The school also trains both Long and Short Course Officers, and a num-ber of men required for special jobs which are not included in the normal

The school is well-equipped with classrooms, printing and enlarging rooms, and the usual technical aids associated with such establishments. In addition to the accommodation actually used for training purposes, there are facilities for the production of terrain models; continuous process of terrain models; continuous processing plants for cine and air films, and continuous printing machines for 35 mm. and 16 mm. cine films.

Submarine Old Comrades' Association

open to all who have thus served. The objects of the Association are gained by the many branch meetings, socials and concerts which occur during the year, and there is, of course, the Annual Pilgrimage to Fort Blockhouse, where the members gather not so much to honour an occasion, but to pay tribute to a sub-marine fellowship second to none,

Portsmouth Branch

This branch meets every fourth Monday of of each month at British Legion Club, Copnor British Legion Club, at 8 p.m. The honorary secretary and treasurer, Mr. I. Chapman, of 9 Nettlecombe Avenue, Southsea, will be pleased to answer any queries from intending members.

London Branch

The Annual Children's Party, open to all members' children under 12, to all members children under 12, will take place on Saturday, January 14, at the Surrey Tavern, from 3.15 until 6.45. Early application for tickets (1/-) is requested, Mr. W. S. Sherrington, Chairman of the Building Committee, is keen to remind members that the Building Fund should with the help of bring and should, with the help of bring and buy sales, donations, and a raffle or two, soon grow into a most imposing sum of money. The Fund, to provide the London Branch with a permanent home, was started in February, and is now in the neighbourhood of £150.

is now in the neighbourhood of £150.

The General Meetings are held on the first Wednesday of every month at the Surrey Tavern, near the Tube Station at Kennington Oval, at 8 p.m. Those contemplating membership may obtain details and information from the honorary secretary-treasurer, Mr. P. W. Elliott, 23 North End Road, West Kensington, London, W.14.

East Anglia Branch

This Branch is unique in that its This Branch is unique in that its rules permit membership to Active Service Submariners who live in East Anglia, and in that honorary membership is open to wives and sweethearts of its members. Its badge, too, differs from the Association badge as its design is based on an "S" Class submarine with the words, "East Anglia," beneath the gold circle. Another claim to uniqueness may well be that this branch boasts the Another claim to uniqueness may well be that this branch boasts the oldest member, Mr. C. H. Elliot, of 127 Eustace Road, Ipswich. He was born June 24, 1866, and served as a C.E.R.A. in Holland Boats. The branch is fortunate in that it keeps in touch by the simple expedient of mutual visits with the submarines which visit H.M.S. Ganges, and its links with H.M.S. Dolphin are provided through the medium of the vided through the medium of the Submarine Liaison Officer at Shotley. The East Anglian Branch will be ex-tremely pleased to welcome, as join-ing members, any Active Service Sub-mariner who lives in the area.

General meetings are held on the General meetings are held on the third Saturday of each month at the Oxborrow Hotel, St. Peters Street, Ipswich. Mr. A. A. Betts, honorary secretary, of 14 Royal Hospital School, Holbrook, Suffolk, will be pleased to answer questions from those seeking membership.

North Eastern Branch

The Editor

If ood, but we saw some good fun in the Royal Navy.

Count So-Vile

Dear Editor,—As an ex-Naval nursing sister, I am an avid reader of the Navy News and, as yet, have not missed one issue. All the articles are interesting, especially the Command News Section, and that brings me to Fleetwood's contributor "Count So-Vile."

North Eastern Branch

The Annual Dinner-Dance Reunion was held on November 26 at the Crown Hotel, Newcastle. It was a most vital and invigorating occasion. Cdr. D. Cameron, V.C., who represented the retiring president, Admiral Fawkes, was the principal guest. Among the other guests were the Deputy Lord Mayor of Newcastle, Mr. J. T. Fletcher, of Messrs. Cammell Lairds, and Mr. R. Morters, of the Daily Mirror. A telegram from Admiral Fawkes wishing members a successful and enjoyable Reunion, was read, and the Chairman, Mr. M. Robinson, proposed the toast of the Submarine Service. Cdr. Cameron, who responded, gave a brief review of Admiral Fawkes' world tour and a survey of events of submarine interest. The Vice-Chairman, Mr. C. H. Ridley, proposed the toast of "Our Association," to which Mr. P. Ryan, Vice-President of the London Branch, replied. The dance which followed was eminently successful, and provided a friendly setting to a wonderful evening. Robinson, proposed the toast of the Submarine Service. Cdr. Cameron, evening.

Meetings (business and social every alternate month) are held on the last Thursday of each month at 7.30 p.m. in the Hotspur Hotel, Percy Street, Newcastle. All submariners, when in the north-east, are cordially invited

Medway Towns and District: Mr. W. Sadleir, B.E.M., 18 Rainham Road, Chatham, Kent.

West Riding: Mr. R. G. S. Reade, 20 Rockwith Parade, Eccle Hill, Bradford 2, Yorks.

South East Kent: Mr. M. T. Fowler, 31 Thornbridge Road, Deal, Kent. Australia: Mr. W. Briggs, 46 Nichol-son Street, Crows Nest, Sydney, New South Wales.

H.G.M.

Plymouth Branch

MAY I, through the columns of the NAVY NEWS, convey to all members of the other branches of the Sub-marine Old Comrades' Associations, our warmest greetings from Plymouth. and wish them best wishes for the New Year.

After the excitement of our Annual Dinner things are very quiet at present; not that we remain inactive. Our monthly meetings recently have been well attended, and after the business of the evening has been completed we usually adjourn to the bar of the local H.Q. of the Royal Naval Association, who have graciously placed a room at our convenience for placed a room at our convenience for our monthly meetings. At this junc-ture I would like to bring to the notice of any old submariner that we meet at 8 p.m. on the last Thursday of the month at the H.Q. R.N.A., Granby Barracks, Devonport, and new members are always welcomed.

At the London dinner recently, one of our members, Alfie Suttill, apparently put the cat amongst the pigeons by producing a lapel badge he had had made at the time of the

THE CHIEF object of the Submarine Old Comrades' Association is to foster and to maintain the bonds of friendship between those who have served in submarines. Membership is open to all who have thus served. The objects of the Association are gained by the many branch meetings, socials and concerts which occur.

It attend. Secretary, Mr. J. V. Hogg, formation of the Submarine Old Comrades' Association at Devonport in 1931. This argument is a bone of contention amongst older members of the S.O.C.A. and one in which I cannot join, being a comparative new-race, Prince Rock, Plymouth.

Medway Towns and District: Mr. W. Medway Towns and District: Mr. W. the Secretaryship, no less a person than Admiral Sir C. Little said we were the Senior Branch. If, through the columns of this paper, some old submariner can give authentic details, I should be grateful.

We hope to welcome back to our ranks part the columns of the part of the columns of the part of the columns of this paper.

"Shrimp" Simpson, who has now swallowed the anchor and is settling down in the wilds of Cornwall, but is at present in New Zealand visiting his farm there.

at present in New Zealand visiting his farm there.

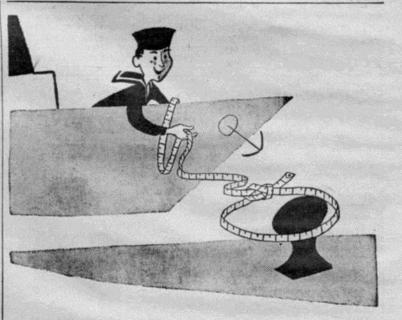
Our members remain fairly constant but I would like to see some new faces. For your Annual Subscription of 5s. a year we offer a dinner, at which you will meet old boatmates and be able to swop yarns good and bad, experiences and, above all, comradeship.

Can any old submariner recall when anti-submarine measures comprised a rating with a heaving line made in the form of a cowboy's loop, which was intended to lasso a submarine's periscope and then connect it to a hawser and pull her to the surface? A cutter was piped away in which was a rating armed with a blacksmith's hammer with which to smash the periscope glass. These methods are authentic as they were actually done by two of our members, to whit, "Bill" Sykes and Ted Parsons—shades of Asdics and depth charges!! Life in subs. in those days must have been very placid.

J. MUIR, Hon. Secretary.

J. MUIR, Hon. Secretary.

Navy News for CLASSIFIED ADVERTISEMENTS that bring results



Willerbys and 'The Pusser's Serge'

In a recent article in a recent issue of a certain Royal Navy Magazine (which shall be nameless) the author refers to 'replacing the pusser's serge with the pin-head drape-shape'. When you call at Willerbys for your shore-going rig (or your new P.O's uniform) you'll find they don't talk quite like that . . . But you will find a splendid range of topquality cloths to choose from, and tailoring by men who know their job, and prompt and helpful service (and a Ready-to-Wear Department as well). And you will find the Allotment Scheme in full swing, and very reasonable prices. Why not writeor better still call and ask for a copy of the folder explaining

the WILLERBY way!

LONDON WI and at 82 ROYAL PARADE PLYMOUTH . 75 HIGH STREET CHATHAM 111 COMMERCIAL ROAD PORTSMOUTH . 5 LONDON ROAD NORTH END PORTSMOUTH 20 ABOVE BAR SOUTHAMPTON

HAVE YOU RENEWED YOUR ANNUAL SUBSCRIPTION?

Dear Sir,—I enclose photo taken from this month's NAVY NEWS "Can you do this," which has taken me back to 1902 when we were the first guns crews to put the 12 cwt. 8 lb. field gun over a wall 5 ft. high under the training of C.P.O. Sibley. It took eight men to do it at first, but within a week it took only four of us to put week it took only four of us to put it over. Of course in those day were only doing it for show. There were no competitions in those days, and we were at the old Agricultural Hall at Islington for three weeks, but the motto then was "Can we do it?"
—and we did it and did it well. Perhaps some of your readers will also have taken part in that year at Whale Island, if so, perhaps they would write to me. But we were just as good in those days as they are today. I have seen the competitions at the Olympia. but they never beat us at the drill and time and accuracy.

JOHN LONG Pen. No. 9414. O.N. 185854.

PS.—I joined the Navy in 1895 as boy in the old Boscawen at Portland. We never had much money or

His articles are amusing and informative, but lurking in the back-ground there seems to be some sort of challenge, but I can't think of what!

I have heard of him scores of times since I left the service! I met him on three occasions and even danced with him once, when he was serving with H.M.S. Danae in the Far East in 1940, and as he took my arm to lead me on to the dance floor, I had the feeling that I was being led to the scaffold. I was once told how he came by the

nom-de-plume, but unfortunately I have forgotten, and all my friends in the hospital are interested in this finding out about the Count So-Vile.

SISTER ANNA.

gliders, balloons and airships, avia-tion, as we know it today, can be said to have started in December, 1903, when, in the United States, the Wright brothers first achieved controlled flight in a heavier-than-air machine.

From that time we entered upon a period of rapid and continuous development, which still continues, although it was 1908 before the Admiralty showed real interest in aeronautical matters when they sent Capt. R. H. Bacon to France to report on the international air races at port on the international air races at

At this time, however, the main naval interest was in lighter-than-air machines, because of their load-carrying capacity, their range and their ability to adjust their speed to that of the fleets with which they would be required to operate in time of war. With this in mind it was early in 1909 that a small Air Section was added with this in mind it was early in 1909
that a small Air Section was added
to the Naval Staff and that a sum of
£35,000 was included in the Naval
Estimates for 1909-10 for the specific
purpose of building a rigid airship.
The order was placed with Vickers
Sons and Maxim in May, 1909, and
the airship, 512 feet long and 48 feet
in circumference, was taken out for

in circumference, was taken out for its preliminary trials exactly two years

later.

Officially known as "No. 1 Rigid Naval Airship," but unofficially christened "Mayfly," she gave countenance to the obvious jokes by having to be refurned to her shed for modifications and being rendered a local wreek in Sentember of that year total wreck in September of that year when caught in a cross wind on being brought out to her mooring once

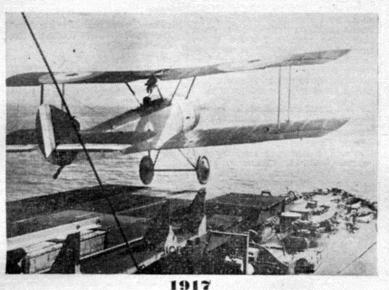
At this there was a temporary loss of official enthusiasm; the Air Section was disbanded and for some time interest was only kept alive by amateur keenness such as that shown during 1911 by Cdr. Schwann, who, at his own expense, experimented at his own expense, experimented with floats and gas-bags attached to an Avro biplane. On November 18 he succeeded in taking-off from the

sea but crashed on landing.

Meanwhile an offer was made to the Admiralty, through the Royal Aero Club, which would enable a small number of officers to learn to fly; one member was prepared to lend two Farman machines and another to instruct. There were over 200 volunteers and, of these, three lowing year that the first real seaplane

THE DEVELOPMEN

TAKE-OFFS



Sopwith Pup taking-off from the gun turret platform

Naval and 2 Marine officers formed and the first flying-boat made their the first course at Eastchurch in appearance.

March, 1911.

All qualified of the size of

Preparation for War

By the end of 1911 German naval expansion was already a threat and a list of requirements, in the event of war, were drawn up. These included tion and eventually the Admiralty was persuaded to buy the two machines and to send twelve ratings to form the nucleus of a flying school. war, were drawn up. These included operation from a floating base, reconnaissance of enemy ports and shipping, detection of submarines and minefields, gunnery spotting and direction, and the bombing of enemy harbours and installations. It was left to Lieut. H. A. Williamson, a submarine officer who had learned to fly. twin-engined biplanes were added to the establishment later. More and more attention was given to the problem of operating with and from ships of the fleet and in December, 1911, Lieut. Samson, in a Short biplane, took off from a landing platform built on the forecastle of H.M.S. to suggest that ships at sea might be attacked with 50-lb, bombs, fused to burst at a depth of twenty feet; the original "depth charge."

On the recommendation of a tech-nical sub-committee of the Committee of Imperial Defence the Royal Flying Corps, a single service with Naval and Military Wings, came into being by Royal Warrant, dated May 13. 1912. A Central Flying School, administered by the War Office, was established at Upavon and the intention was to train a central pool of pilots drawn from the Navy and Army, available for use with either Service.

This was never fully accepted by the Admiralty who considered that they should be able to call on Naval officers who could fly and not mere pilots. A Naval Flying School was set up at Eastchurch and the "Royal Flying Corps—Naval Wing" soon became known, at first unofficially but later officially, as the "Royal Naval Air Service."

The Air Department at the Admiralty was re-established, a chain of seaplane stations was established along the south and east coasts, and a cruiser, H.M.S. Hermes, was converted to act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search and the south act as parent ship to two search act as parent ship to two search act as the south act as the south

neft of 32 scapianes, 39 aeropianes, 7 airships, 128 officers and 700 ratings and, on July 20, they gave the first public exhibition of formation flying over the assembled ships at Spithead.

The First World War

Mobilised with the Fleet, the prime role of the Royal Naval Air Service was to be the air defence of Great Britain as the Royal Flying Corps was to accompany the Army overseas. In the early days this was to take precedence over the purely naval role. It cedence over the purely naval role. It was not an onerous task, however, and there was time to study the problems that were arising and to rectify some of the more obvious deficiencies.



Sea Hawk catapulted from H.M.S. Bulwark

Ships to act as seaplane carriers were urgently needed. In September, 1914, a merchantman was converted and renamed the Ark Royal. She could carry ten planes and these could be launched by trolley from the fore-astle as in the Hermes. Three cross-channel steamers the Empress channel steamers, the Empress, Engadine and Riviera, each to hold four planes, were taken over and converted, and later the Isle of Man packet boat the Ben-My-Chree.

Offensive Action

Offensive Action

From the commencement of hostilities the enemy was not allowed to rest in peace and raids were carried out on his airship sheds at Cologne and Dusseldorf by three squadrons operating from open fields in the Ostend-Antwerp area.

Finally three Avros with 80 h.p. Gnome engines, dropped eleven 20-lb. bombs on the Zeppelin works at Friedrichshafen after a 250-mile flight across mountainous country.

flight across mountainous country, doing considerable damage because of the inflammable nature of the air-

The offensive and defensive against the depelin continued to be successful, and Flight Sub-Lieut. P. A. J. Warneford was the first R.N.A.S. pilot to win the V.C. for his destruction of Zeppelin I.Z. 37 by diving on it from 11.000 feet over Ostend.

Attacks on the U-boat pens at Zee-brugge and Ostend were not as successful, however, because of the negligible damage that a 100-lb. bomb could cause.

There was also plenty of work for the R.N.A.S. in the Mediterranean where the Ark Royal, with a comple-ment of seven planes, provided gunnery spotting, photographic recon-naissance and infantry support for the early stages of the Gallipoli cam-paign. She was withdrawn in June, 1915, because her lack of speed made her very vulnerable to the submarines

Foreword by Vice-A Flag Offic

FROM THE early days of the Roy news value and I therefore welcome NAVY NEWS which, beginning with t have a prominent share in the paper

It is necessary for us all to bac sponsors of what has hitherto been The greater the variety and number informative the paper and the higher

I think that in the Home Air C for a newspaper such as this, in whice others, inside and outside the comm will support and benefit from Navy

was after one such bombing raid that Squad.-Cdr. R. Bell-Davies won the second R.N.A.S. Victoria Cross by landing his single-seater Nieuport Scout and rescuing the pilot of a plane who had been shot down behind the enemy lines and was in imminent danger of being taken prisoner by a cavalry patrol.

This campaign saw the first torpedo This campaign saw the first torpedo launched from the air, by Flight-Cdr. C. H. K. Edmonds from a height of fifteen feet at a range of 300 yards against an enemy supply ship in the Sea of Marmora, scoring a direct hit and destroying it. Cdr. Samson tried out the first 500-lb. bomb and tried to set fire to the scrub round the Turkick positions by dramping a twenty lick positions by dramping a twenty kish positions by dropping a twenty gallon drum of petrol injected by an explosive charge, but this was less successful because of wide dispersion of the liquid on integral. of the liquid on impact,

An indication of the navigational An indication of the navigational problems of these early days is given by the plane that made the longest non-stop cross-country flight of 400 miles by accident. Five planes set off to fly from Imbros to Bucharest, a distance of 310 miles. Four arrived safely but the fifth, lost in a thunderstorm, eventually landed at Ismail in Russia.



1917 Submarine Scout Type Z Airship landing on a depot ship

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Members of the I.N.T.A.

tinued along the same lines as before

until scaplanes and airships helped in the escorting of the German High

Seas Fleet to its surrender in Scapa Flow in November, 1918. Naval officers now had R.A.F. ranks and titles but, on the grounds of economy, they were still permitted to wear their naval uniforms.

Between the Wars The confusion of ranks and uni-

The confusion of ranks and uniforms carried over into the post-war period so that when the Vindictive went to the Baltic in 1919 there were no fewer than eight types of uniform to be seen in the Wardroom—Royal Navy, Royal Marines, Royal Naval Volunteer Reserve, Royal Naval Air Service, two different types of Royal Air Force, Army with Pilots Wings, and the new light blue Royal Air Force.

Unfortunately the confusion was

Unfortunately the confusion was not limited to uniforms but existed at all levels so that the Navy was soon complaining of the poor quality of the pilots and observers allocated to work from carriers; not without reason when, during a fleet exercise a fleet of fishing boats could be reported as a squadron of battleships.

As a result of continued representation, a committee under Lord Salis-bury in 1921 recommended that up to

oury in 1921 recommended that up to 70 per cent. of pilots at sea should be Naval officers attached to the R.A.F. and holding dual rank. In April of that year also, the first course of six naval officers commenced training as Observers at the R.A.F. School of Naval Co-operation, Lee-on-Solent, and subsequent courses started at six-monthly intervals.

OF NAVAL AVIATION

LANDINGS



The first landing on H.M.S. Furious. S./Ldr. Dunning in a Sopwith Pup



1955

Sea Venom landing on H.M.S. Bulwark

dmiral Casper John, C.B. er, Air (Home)

al Naval Air Service naval flying has had its this important development in the scope of his isue, permits the Home Air Command to every month.

k-up this generous gesture of the Editor and kniwn as "The Portsmouth Navy News. er of contributions, the more interesting and

command we have for a long time felt a need h weran write about ourselves and read about nand, and I hope that large numbers of you

> only areas in which the R.N.A.S. operated and the stories connected with their searches for commerce raiders and the part they played in the ultimate destruction of the Konigsberg, hidden in the upper reaches of the Rufigi river, would fill a volume.

Development

In spite of what had been achieved it soon became apparent that planes with greater speeds and higher rates of climb were necessary to deal effectively with the Zeppelins, and planes capable of carrying heavier bomb loads to deal with the U-boats. This, in its turn, would require a reorganisation of administration within the Admiralty and a concentration on the Admiralty and a concentration on

the Admiratly and a concentration on the design and production of a limited number of types.

In 1916 the R.N.A.S. was freed from its task of home defence and full attention could be devoted to its primary role of operating with the fleet.

fleet.
On January 31, 1917, the post of Fifth Sea Lord, responsible for aviation affairs, was established and Commodore G. M. Paine was the first to be appointed. At the same time the Commander-in-Chief of the Grand Fleet set up a committee to consider the problem of the operation of aircraft from ships at sea.

The first solution was to build temporary platforms on the weather decks of cruisers from which light single-seater planes could be flown. The first such flight was made in June, 1917, by Flight-Cdr. F. J. Rutland in a Sopwith Pup from H.M.S. Yarmouth, and on August 21 Flight Sub-Lieut. B. A. Smart flying from the same ship, operating with the Light Cruiser Squadron in the North Sea, shot down a shadowing Zeppelin. Twenty-two light cruisers were

Twenty-two light cruisers were taken in hand for so fitting, in spite of the fact that flying off involved the ship turning into wind and steaming at full speed.

To overcome this difficulty, plat-forms were built along the turret guns of battleships so that the turrets only needed to be turned into wind. On October 1, 1917, Flight-Cdr. Rutland made the first ascent from B turret of H.M.S. Repulse and eight days later made another flight from Y turret

All battleships were now fitted with turret platforms and carried two Sopwith Pups. But these planes were only single-seaters and, their mission com-pleted, had to land in the sea and wait to be picked up.

Early Carriers

Until 1915 all ships which had been converted for flying purposes had been designed purely as parent ships to seaplanes but, in that year, another Isle of Man passenger vessel, the Vindex, was given a 64-foot long deak forward so that she could operdeck forward so that she could operate fighters as well as seaplanes and, on November 3, 1915, the first ascent was made from her deck in a Bristol

This proved successful, and similar ships, Manxman, Nairana and Pegasus soon followed. In each case, whereas the seaplane hangar was aft, the fighter hangar was forward and she was fitted with a sliding roof so that the planes could be lifted direct on to the deck, giving the beginnings of the lift principle embodied in all modern carirers.

These wave followed by the Cameron of the lift principle embodied in all modern carirers.

These were followed by the Cam-pania, originally a 20,000-ton Cunarder, with accommodation for ten seaplanes which could be flown

off her 200-foot deck using trolleys. At first these trolleys were dropped when the plane was airborne but later twere arrested and held by a buffer arrangement at the end of the deck.

Although two days after the Battle of Jutland a Short seaplane, carrying a pilot and an observer, was successfully launched from the Campania, she was not with the Grand Fleet on that occasion. Except for a reconnaissance flown from the Engadine, operating with Admiral Beatty's battle-cruisers, aircraft played no part in this, the last engagement between large fleets of battleships.

The next carrier to come into commission was the Furious, converted from a battle-cruiser and given a flight deck 228 feet long and fifty feet wide forward of her bridge. Her speed of thirty knots enabled heavier planes to be flown off, but the problem of flying-on still remained unsolved.

of thirty knots enabled heavier planes to be flown off, but the problem of flying-on still remained unsolved. On August 3, 1917, Squad.-Cdr. E. H. Dunning made the first deck landing in a Sopwith Pup but repeating the experiment two days later he burst a tyre and was lost over the side. Later a flying-on deck was constructed aft, with elementary arrester gear and a rope buffer to protect the bridge. It is interesting to note that after five further reconstructions it was May, 1945, before she was eventually

The Argus, which started life as the uncompleted Italian merchantman Conte Rosso, was now given an unrestricted flight deck sixty-eight feet wide stretching 550 feet from stem to stern but, like the Furious, was never used operationally during the war. In the immediate post-war period, how-ever, she was used for intensive fly-ing-on trials which, as there were only forty major and ninety minor crashes in 500 landings, could claim to be successful.

to be successful.

Other conversions during 1917 were the Vindictive and the Eagle. At the same time a contract was placed with Armstrong Whitworth for the first carrier to be built as such to be called H.M.S. Hermes. The Eagle and Hermes were not ready for launching before the end of the war and their completion was delayed until after the Argus trials. As a result of these they were fitted with the now generally accepted "island" on the starboard side.

Other Developments

New types of aircraft had come into service; the Sopwith Cuckoo, with an engine of between 300 and 400 h.p., was designed to carry an 18-inch torpedo and flying boats to carry a crew of four were built.

These last were successful in attacks on surfaced U-boats with bombs and were responsible for the first air-sea rescue operations, often having to

rescue operations, often having to taxi home across the North Sea because they could not take off with the increased load.

In an endeavour to increase the range of flying boats, Cdr. Porte developed a float fifty-eight feet long by sixteen feet wide, to be towed behind ships at speeds up to thirty-two knots. Cdr. Samson saw the possibility of using these for launching fast flighters under way at sea, but they were not ready operationally until 1918, by which time carriers had solved the launching problem.

The beginning of 1918 also saw the first bombing attacks on ships at sea.

driven from Constantinople, where they had been since the beginning of the war, by bombing raids, and on January 20 were attacked whilst under way. The Goeben was damaged by near-misses and driven ashore whilst the Breslau was driven into a minefield where she sank.

End of the R.N.A.S.

Meanwhile, in part due to the com-peting claims of two separate ser-vices on an extended aircraft indusvices on an extended aircraft industry, the enemy began to draw rapidly ahead in the quality and performance of his machines, A committee headed by General Smuts reported on this problem towards the end of 1917 and as a result the Royal Air Force came into being, by Order in Council, on April 1, 1918, with a separate Air Ministry responsible for all air affairs. Operations against Germany con-

The Goeben and Breslau had been

Their living accommodation was in Wykeham Hall, now the offices of Flag Officer Air (Home), and flying was done in seaplanes or flying-boats from the slip-way. For early courses so few aircraft were available that thirty-five hours' flying was as much as most observers could get and officers under instruction are reported to have raced each other to get a seat in a plane. in a plane. Navigation training flights were of about five hours duration, and it is said that the flying-boat pilots had been doing the same trip so often that, like the North Sea fishermen, they had developed a sixth sense for finding their way and relied upon it

(Continued on page 11)

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BUCKS



Whirlwinds landing on H.M.S. Bulwark

Calendar

Dorking.-January 7, R.N.A. Dance

at White Horse.
January 12, Annual General Meeting at Headquarters, All Navy types welcome at Headquarters on Friday

Havant, January 3, Annual General Meeting. January 8, Quarterly Church Parade

at St. Faith's Church.

No. 14 AREA

IF YOU look in the current Association Diary, on pages 26 and 27, you will there see listed "AREA No. 14, IRELAND," and beneath that bold heading the names of six branches at Relfast Renear Nautowards Cale Belfast, Bangor, Newtownards, Coleraine, Portadown, and last, but certainly not least, Dublin.

tainly not least, Dublin,
Like Topsy, the Irish Area "just growed," and no one can be sure when, how, or where it started. What we do know is that out of numerous branches, strong and weak, of the former R.N.O.C.A. of the Submariners Association, and of the navaliness of the Petitish Legion there. section of the British Legion, there remain today two very large and financially sound branches at Belfast and Bangor; two good branches of average size and strength at New-townards and Dublin; and two branches at Portadown and Coleraine. about whose financial and numerical strength we on the Irish Area Council are somewhat worried, though we have no qualms whatever about the handful of staunch supporters of the Association who manage to keep those branches alive.

By all accounts it would seem that our situation on this side of the Irish Sea is—if on a smaller scale—no different from that of any other area. Actual numbers are things about which only the brave or the very stupid dare to speak categorically. Let us say rather that whereas Commander Parker, the Admiralty Liaison Officer, in his recent detailed review of areas and their potential strengths, considered that we here should be capable of pulling in 2,000-3,000 members, in fact we have only about a third of that potential. But here again, we appear to be well up with the national average. Needless to say, we spare no effort to recruit new members, but the going is hard, particularly as Ire-land as a whole is a "distressed area" in the employment sense of the term. However, our efforts do not appear to have been all in vain. In 1954 the National Council decided that the Irish Area should be represented on the Council, and its representative does now attend the regular Council Meetings in Admiralty. This recogniour area has been greatly appreciated.

Many of you will have expected to

see the name of Londonderry—the escort base of war-time fame, now the Combined Air/Sea Training Base of H.M.S. Sea Eagle—prominent amongst our local branches. In fact amongst our local oranches. In fact, there is no branch in 'Derry for the somewhat surprising reason that practically no ex-Naval men reside in the city or its environs. Hence the branch is at Coleraine, some 30 miles inland from the naval base. Again, Larne has a harbour much used by escort vessels during the war, but despite many enquiries we simply have not yet found enough members to start a branch there.

The operative word here is "vol-unteer." It was decided in 1940 by Sir Winston Churchill, and reaf-firmed by Earl Attlee in 1946, that the National Service Acts should not apply to Ulster. As the Southern Irish chose to leave the Empire, and as we in Ulster have had to fight to remain in it, we feel that the decision to exclude us from the National Service Acts is bad on every ground, particularly since it weakens our claim to be equal in every respect, in war or peace, with you in Great Britain. But it does mean that every Ulsterman (and Ulsterwoman for that matter), who joins the Andrew does so as a volunteer. It means, too, a steady trickle of new recruits to the N.A. in Ulster, particularly in the Belfast and Bangor areas. Many of your readers still serving will recall (happily we trust), their visits to Bangor Bay, and to the Airport Quay at Sydenham, Belfast. Both the Bangor and Belfast branches regularly entertain the crews of H.M. and U.S. ships, and on those occasions when severe weather has prevented the return of libertymen from shore, the Bangor Ladies' Committee has organised food, entertainment, and over-night accommodation for them,

Pensions work, too, is actively carried out in this area, and we are fortunate in having some ex-Naval men on the staff of the local Ministry



ROYAL NAVAL ASSOCIATION

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of Labour, which looks after employment and pensions matters, branch visits are encouraged means of exchanging views and ideas, and the Area Council, meeting thrice yearly at a different branch each time, is a forum at which views can be expressed on every problem which arises in a live and active Associa-

To those Irishmen now in the New Year, and happy commissions. To all other Naval visitors to the shores of Erin, north or south of "the Border," we would say "Please visit the nearest branch of the R.N.A. There a true Irish welcome will await you.

EDGWARE

THE FOLLOWING is a brief history of the Edgware Branch.

Originated in November, 1937, by Mr. Jones. Accepted as a fully-formed branch of R.N.O.C.A., with Mr. Jones as first Secretary, and Lieut.-Cdr. M. M. Bright as first Vice-President. The efforts of the mess-mates were successful in the purchase of a Standard, which was dedicated at the St. Lawrence Church, Edgware (of Handel fame), on May 28, 1939, at which over 1,000 visitors from the at which over 1,000 visitors from the many branches attended; being entertained afterwards to tea and entertainment at the Drill Hall, Deansbrook Road, made possible by the kindness of the C.O. The outbreak of hostilities saw the recall to Service of many measurates which processitates of many messmates, which necessitated the appointment of others to fill ed the appointment of others to fill the vacant positions in the branch. Mr. G. W. Cook accepting the Secretaryship, the position he still holds. It is interesting to note that not one meeting was missed during the whole of hostilities. During 1941, a Sports Day was run to raise funds for a benevolent fund, this event was run annually till the cessation of hostilifies, which brought the fund to over £200. A Comforts' Fund was commenced, the first in the district, and over £180 was collected at their headquarters, and up to July, 1940, 350 parcels of woollens were sent to individuals, and 4 crates of hospital woollens to Service hospitals

Among the members of the branch are two founder members of the Association, the President, Cdr. R. Say, O.B.E., R.N.V.R., being the first Secretary of the R.N.B.T.

Wishing you all a very happy and prosperous New Year.

PORTSMOUTH

THE ANNUAL Dinner and Dance was held on Friday, December 9, and attended by over 200 members and their wives. Amongst the distinguished visitors were the Admiral Superintendent and his wife, Brigadier Clarke, M.P., and the chairmen of the various local organisations. In the serious local organisations. In the serious line in the various lead to under the branch when ne branch doubt, foster joined it shortly after leaving the branch when ne branch when n

Chairman, Mr. Bright, and the Padre the Reverend W. J. E. Tregenna-Piggott, Chaplain, R.N. Mr. Legge made an important speech, which is here reported in full. "During the year that has elapsed since your last Annual Dinner, the R.N.A. has moved forward with some

R.N.A. has moved forward with some determination. The membership shows a steady increase, no fewer than 30 branches being opened during that period. The majority being in the North and Scotland, and one in Capetown.

"You may be aware of the fact that there are some 80 ex-Naval Associations in the country. It is the hope of the R.N.A, that it will be possible for these associations to affiliate, and so greatly enhance the value of the R.N.A. to ex-Naval men in particular, and the community generally.

"As you know the Navy News has replaced Lookout as the official journal of our association, and I am sure that this has in some measure been responsible for the added in-

terest in the R.N.A.

"The popularity of the R.N.A.
among its own members has never

In Memoriam

Douglas Andrew Saunders, of Cheam and Worcester Park, Died December 2, 2055.

been higher. This is evidenced by the demand for seats at the recent re-union, where every seat was occupied, and many applications had to be refused. Recently after some years of search in London, Sussex, Kent and Surrey, a property has been acquired at 2 Lower Sloan Street, S.W.1, to serve as a National H.Q. and residential club. The National Council have decided that the name of the property shall be 'John Cunningham, and the 'John Cunningham, and 'John Cunnin in honour of our illustrious President. We are in very good com-pany, for the Association of Wrens are in residence in the same street, whilst the R.M. Association are but a short distance away in the other direction. You will note that the Navy now come between the Marines for the Wrens, I suppose this was in-evitable!"

FOLKESTONE

SINCE OUR last report we have held two very successful socials. The first was on October 21, when we enteron November 18 our friends from New Romney and Lydd visited us. These get-togethers with the various

Speeches were made by the Chair- to the Reunion at the Festival Hall, man of the National Council, Mr. A. where another splendid evening was Legge, the President of the branch, had by all. We must definitely concapt. Colville, C.B.E., R.N., the gratulate the organisers for such a marvellous show which does them great credit for all their good work in producing such a spectacle. It is a show that no Naval rating should

show that no Naval rating should miss. We are now looking forward to December 17, when we visit the Ice Show at Wembley.

An open welcome is extended to all ratings, serving or otherwise, who happen to be in Folkestone on the first Friday of each month, when we meet at the Guildhall Hotel, Why not come along for a pleasant evening? Inalong for a pleasant evening? In-formation regarding this Branch will be gladly supplied by the Social Chairman, E. R. Smith, 5 Bradstone Avenue, Folkestone.

ROYSTON

HELLO ALL! Royston alongside.

From the sleepy country town of Royston in the county of Hertfordshire we send the very best of wishes for a Prosperous and Happy New Year to all our shipmates of the R.N.A. and to all serving members

of the R.N. and R.M.

We of Royston are very pleased indeed with the NAVY NEWS, and our shipmates are starting to look forward to their threepennyworth and state

that it is worth every penny of it.

We have reached the half-century of membership and are happy to report that we have almost doubled our membership in the last three years. This we take to be a good omen for the future of the R.N.A. We should like to see every Naval type, whether in Civvy Street or still serv-ing, a member of the R.N.A. There ing, a member of the R.N.A. There is something very satisfying to be able to go along to an R.N.A. meeting and hear matelots' language spoken again with freedom. More strength to the R.N.A. and to the R.N. say I!

We had a really good time at the Reunion and are now looking forward to the part. We should like to thank

to the next. We should like to thank the R.N.B.T., who came to the aid of one one of our shipmates recently and adequately, and with the minimum of fuss. We should also like to report that one of our old shipmates who has been desperately ill has turned the corner and is on his way to recovery

Once again, good luck to all Naval types. Press on regardless. Signing off.

HAVANT

AT THEIR meeting on December 6, AT THEIR meeting on December 6, Shipmate H. C. Craft presented Havant Branch with a set of Steering Lights for use during meetings. The presentation was made as a mark of gratitude for the friendship and help he had found in the Branch when he joined it shortly after leaving the Service.

a successful year, the Committee should be re-elected en bloc for 1957. This was not in accordance with Branch Rules, so Nomination Forms for the new Committee were issued to all Members.

Some of our Members were guests at a Social Meeting of the Portsmouth and District Branch of the Burma Star Association, which was held in the T.A. Centre, Hilsea, on December 14.

LEWISHAM

THE CLUB Annual General Meeting was held on Wednesday, December 14, when the main business of the evening was the presentation of the

The meeting was honoured by the presence of our President, Rear-Admiral J. Figgins, C.B.E., who personally proposed a vote of thanks to the Honorary Treasurer, who had assured the meeting that the Club was beginning to find its feet. He ap-pealed to all members to pull their weight, rather than leave it to the few active shipmates, and pointed out the great potential of ex-Naval personnel in the Lewisham area who had not yet been gathered into the fold. He also appealed to all members to broadcast the advantages of our Association and Club. The meet-

ing was conducted in great harmony. The Branch Annual General Meeting will be held on Wednesday, January 18, commencing at 8.15 p.m., when the election of officers for 1956 will take place. Will all members do their utmost to attend this important

HASTINGS AND ST. LEONARDS

TO ALL shipmates a Happy New Year and to all Branches a Prosperous one. (To Editor and Staff of NAVY News we extend our best wishes for 1956 and congratulations for such a

grand paper.)

I am glad to report increased attendances at Branch meetings including several new members, and at times the debating gets almost out of hand. However, we have a worthy and capable Chairman who can, and

does, wield a lusty gavel.

In common with other organisations, we are engaged in extra activities at this time of the year. Satur-day, December 10, we gave our chil-dren (and grown-ups!) their annual treat: a visit to the pantomime and a tea party followed. This venture was voted better than ever, and thanks must go to the Secretary and his band of helpers for "Operation Smoothness."

The Christmas Draw was held on December 17, when we saw faces which we would like to see more often at Branch meetings. The most important activity at the present time is the very great amount of work to be put in before a Dedication. On June 24, 1956, Hastings and St. Leonards Branch of the R.N.A. will hold a Dedication Service for its new Stan-dard. This is in the nature of an advance notice, but all Branches will be officially invited to attend at a later date. Nevertheless, shipmates, mark the date in red in your diaries for a trip to sunny Hastings. I hope to give a reminder later on through this worthy paper. Naturally a ven-ture of this kind needs a terrific amount of work, and to this end a sub-committee has been formed to

deal with everything.

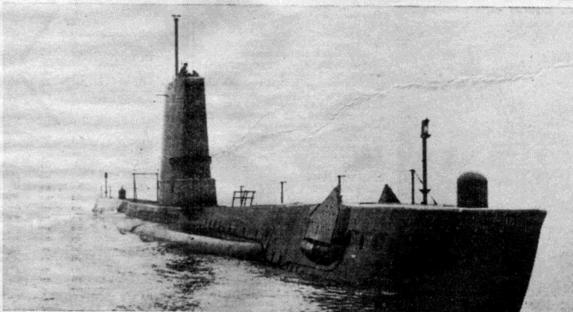
The A.G.M. will be held on the first Saturday in January. From nominations it seems the existing officers will be voted en bloc. Things are going on smoothly and efficiently at Hastings, where all shipmates are welcome. Headquarters at the Clarence Hotel.

BANGOR

TO ALL shipmates far and near, the Bangor Branch of the Royal Naval Association send seasonal greetings, and good wishes for 1956. As I begin this, our first contribu-tion to the PORTSMOUTH NAVY NEWS, I realise more than ever before how difficult it is to find words to do justice to the task of putting down in cold print the magnificent work that a small body of shipmates have done, to produce, what we proudly consider to be, a Branch second to none in the Association.

Association.

I have before me as I write, the "Scrap Book." It is a large volume containing countless cuttings from newspapers, each of which high-lights some event of outstanding interest in our short history. We value it greatly, because, by reading through its pages, we can recapture the memories of our early struggles, and



Newly released photograph of H.M. Submarine Artful, which is the first of the Royal Navy's "A" class submarines to be modernised and streamlined

Closing the "Scrap Book," we can look around at the results of our labours, our spacious premises which contain our billiards room, reading and rest room, committee rooms, a large kitchen furnished to enable us to cater for large numbers, an up-to-date bar with efficient staff, TV and piano. These are the results of the efforts of those stal-

warts in the branch who would never

accept defeat.

Our first meeting convened in 1950, resulted in five turning up. A second meeting called a few weeks later saw enough, but only just enough arrive, to form a committee and so enable us to get started. From then on, regular meetings, held first in the back rooms of hotels, and later at the Sea Cadet Hall which we were allowed to share, produced ideas for raising funds, and here it must be said, the ladies did all and more, than could reasonably have been expected. Without their wonderhelp given so willingly, there would have been no success story, of that I am convinced.

Many serving men who read this will recall with pleasure, I am sure, many happy times spent at our Headquarters. H.M. ships visit Bangor fairly often during the summer months, and we have been privileged to extend a welcome to ships' com-panies to avail themselves of the amenities of our club. The fact that they have accepted wholeheartedly gives us the greatest pleasure, and helps to make us feel that our efforts have been worthwhile.

I am reminded that it was during one spell of bad weather, history was probably made, when the stranded liberty men of an aircraft carrier at anchor in Bangor Bay used helicopters for a ferry service, carrying the men from one of our local parks back to the ship.

Our Social Committee see to it that there are not many dull periods. Frequent social evenings, cinema shows, whist drives, dances, etc., help to keep things moving, besides keeping alive the very friendly atmosphere so marked at our gatherings.

The less fortunate are not forgot-ten. Our Welfare Committee see to it that any of our members taken to hospital are sure of visitors, and a small parcel of comforts taken along, is always well received. The widow of one of our late members has expressed thanks for what we were able to do for her and her children when she lost her husband.

We do not claim credit for our welfare work, indeed we consider it our duty to do what we can to help those less fortunate than ourselves, but, we tell of our work in the hope that it may perhaps be an inspiration to some other branch to seek out any

member in need,

Before closing, I am sure that none of our 600-odd members and associ-ate members will mind if I record the names of those early members who worked so hard, and to whom we all owe so much. Shipmates: George Simpson, Frank Goldstein, Bert Greenfield, Billy Tunnicliffe, Hughie Rutter, Bill Styles. I feel sure that shipmates are deserving of special mention, but that is not to say that we do not appreciate the grand work being carried on at the present time by our present Secretary "Mac" time by our present Secretary "Mac" (T. McBride), and Eddie Rohu to mention only two of many who are working hard to maintain, and improve our standing.

SHERBORNE

THE SHERBORNE Branch extends best wishes for 1956 to all Shipmates, particularly those of Area Four.

Through the courtesy and generosity of the Civil Lord of the Admiralty, Major S. Wingfield-Digby M.P., who loaned the portable skittle alley, and provided the site, a successcompetition was held on The Sherborne, on Saturday, Parade, She December 17

The reference to Remembrance Sunday in the last issue should have read L./Sea. Fred Bown, of old Submarine E.9.

ROSYTH

THE MONTHLY meeting was held in the Queen's Hotel, Inverkerthing, on Monday, December 12, 1955, presided over by our Chairman, Mr. A. G. Hawser. At this meeting we heard that some headway had been made in our plea for the revision of the 1947/52 Pension Scheme. Our local M.Ps. (Mr. Clunie for Dunferm-line and Mr. Hamilton for West Fife), have been informed by the Financial Secretary to the Admiralty, and also the Treasury, that consideration had been given to Service and the NAVY News our headquarters at when at full strength,

then proudly recall how obstacles Public Pensions, and it was possible were overcome. in the House early in the New Year.

It has been decided not to hold a monthly meeting in January, and for the February meeting to be our Annual General Meeting.

Annual General Meeting.

We did not get the members we had expected at our Annual Dance, as the date unfortunately clashed with many other local functions. However, we are grateful for all the good work put in by the Ladies' Committee. Those who attended declared it was a most pleasant affair.

CHEAM AND WORCESTER PARK

SINCE THE Dedication in June last, the branch has gone from strength to strength. Visits have been exchanged between several branches and the social functions have all proved most enjoyable. This was particularly so on the occasion of the visit by Chatham Gunnery Instructors, The branch is housed at the Cheam

Social Club, North Cheam, and we meet on Friday evenings. A most cordial invitation is extended to all serving ratings who reside in Sutton, Cheam or Worcester Park, to join us whenever they are on leave.

The most popular of our social functions is the monthly dance, and we have reason to believe they are

eagerly looked forward to by many.
The Ladies' Section can always produce a good muster on their meeting nights every other Thursday.
There is always a welcome for Wrens or ex-Wrens. It is hoped to take the children to the pantomime again this January. This is always a delightful event, and one of the highlights of the festive season.

The A.G.M. will be held on January 6, when our new branch officers take office.

Among our forthcoming events is the first Annual Dinner-Dance. This is being held at the "Toby Jug," Tol-worth, on March 10, and should be the culminating evening of a year of successful social activities.

CHELTENHAM

ON DECEMBER 1, 1955, we held our monthly meeting at 2100 hours in the presence of shipmates Vice-President, Eng. Capt. Masterman, R.N. (Rtd.), and Capt. Grant, D.S.O., R.N. (Retd.); Chairman, S./M. Pat-trick; Hon. Secretary, S./M. Taylor (National Council Committee, No. 7 Area), Hon. Treasurer, S./M. Nottingham, and Sports Secretary, S./M. Lovsey, in company of twenty-two members. The Chairman opened the meeting, and the Hon. Secretary got off with a good start. Minutes of the last meeting and apologies. The Hon. Treasurer got under way with the Blue Pennant at the masthead, So we knew we were all right with him for another month. The Sports Secretary had the smog in the mess deck that only Gloucester Branch, R.N.A., could not visit us on the last Thursday of November. The committee of the Children's Christmas Party, are well under way, and it appears that the children are in for a good time in January.

We have two skittle teams in the C.O.C.A. League, and they are doing extremely well. Skipper Edmonds, of the R.N.A. team sees that his men are in good form by reaching well down into his trousers pocket (not knowing whether it's the right one or not). On Wednesday evening, December 14, R.N.A. team played the "Old Contemptibles," and we showed them that the spirit of the 9th Naval Brigade was still active, and still remembered, R.N.A. won by one pin. R.N.A. 305, "Old Contemptibles" 304. R.N.A.; S./M. K. Edmonds 42. "Old Contemptibles": Chum General Potter 41, Chum N. Clark 41.

Mottoes: R.N.A. ("Engage the enemy more closely"). "Old Contemptibles" ("Backs to the wall").

BELFAST

CONTINUES TO report steady progress. We were well represented at the annual Trafalgar Sunday parade for the K.G.V. Fund, when the salute was taken by the Senior Naval Officer, Was taken by the senior Navia Officer, Northern Ireland, Capt. A. C. Duckworth, D.S.O., D.S.C., Royal Navy; and by an even larger muster at the British Legion's Remembrance Day parade when Lord Brookeborough, Prime Minister of Northern Ireland, took the salute.

We are always very proud of our standard bearers—S./Ms. G. Glass and D. Walsh—on these occasions. Always smartly turned out, their bearing commands attention and admiration

Thanks to the publicity afforded by

55A Great Victoria Street was enlivened last month by the members of H.M. destroyers visiting the port. The high-light was the ceremonial christening, and presentation of their ship's crest by Chief Petty Officers of H.M.S. Barossa.

We thank the "Chiefs" for their very fine gesture. Their gift is greatly prized, and we hope will continue to adorn our headquarters for many

DORKING

GREETINGS to all readers of NAVY News wherever you may be from all members of R.N.A. Dorking.

Christmas Day in a Submarine

AFTER A stormy night in the Dockyard, inspired by our Commonwealth friends (Melbourne), Christmas Day dawned bright and clear with an air of

expectancy.
Our routine included a carol service,
a children's party and, of course,

Local acting chef (a leading engin-eering mechanic in real life) basing his efforts on previous experience of cooking a chicken, produced two very suc-cessful turkeys by 1030, his main problem thereafter being to keep them hot until required for dinner.

At 1100 all hands mustered, voluntarily, in the fore-ends and a simple carol service was conducted by the Rev. W. J. E. Tregenna-Piggott. This short pause, acknowledging the sig-nificance of Christmas Day, was much

appreciated by all on board.
Following shortly afterwards came the Christmas dinner, accompanied by the issue of beer. All our preparations of the previous days were justified in this climax of the day. It was mag-

nificent.
At 1430 seven children (five boys and two girls) and one adult were delivered into our care. There was an initial set-back when the "nanny" who had been expected proved to be a man, but the party started with a swing.

Our vague ideas of children's games

were not required, for they showed an intelligent and lively interest in the submarine. Old gambits such as the periscope served to "break the ice," and when they found the ship's broadcast there was a riot! Duets conducted by children from different positions, garbled conversation and cryptic mes-sages were only part of the fun.

Long before they tired of this, the children were taken forward for a series of children's films in the seamen's mess. These of slapstick, goodnatured humour and instructional animal stories, were much enjoyed. Then came the tea. A 2s, 6d. per

head voluntary levy, coupled with the Christmas "comforts" issue, enabled us to lay on an excellent tea of jellies, trifles, cakes, sticky buns and crackers. The final thrill was a special visit by

Father Christmas, who, though ex-periencing some difficulty in manipulating a submarine's conning tower with a huge sack of toys, was eagerly welcomed.

The distribution of presents caused great excitement. Shortly afterwards the children left, each with his own armful of toys, orange, apple and stocking, and a big smile on his face.

First Cadets to Join Dartmouth

from the THE FIRST Cadets from the Britannia Royal Naval College, Dartmouth, will be joining the new Dartmouth Training Squadron early in January under the plans for reorganising the entry and training of officers announced by the Admiralty last year. These Cadets, eighty-nine in number, will be embarked in the fast THE FIRST Cadets

ber, will be embarked in the fast frigates Vigilant and Venus, in which they will spend one term at sea, living on the mess decks and carrying out the practical duties of seamen. They return to the college in May, 1956, as Midshipmen for four terms of technical training, during which time they will return to sea for short periods to further their knowledge of profes-

further their knowledge of professional subjects.

Finally, these Cadets, who entered the College at the age of eighteen in May, will join ships of the Fleet as Sub-Lieutenants of the Royal Navy.

Under the old training scheme, the Cadets joining the Vigilant and Venus in the New Year would have gone to H.M.S. Triumph, the Cadet Training Ship, for two terms before becoming Midshipmen in the Fleet.

The Dartmouth Training Squadron, formed on November 1 under Captain

formed on November 1 under Captain J. E. Scotland, D.S.C., R.N., will also include the destroyer Carron and the Fleet Minesweepers Jewel and Acute

Development of Naval Aviation

far more than on the laborious calculations of the trainee observers.

The last leg home was always the most interesting, back along the coast from Brighton with the starboard wing-tip only a few feet above the bathers on the beach. No one seemed to mind in those days.

Formation of the Fleet Air Arm

In 1924 the "Fleet Air Arm of the Royal Air Force," to give it its full title, was established as a naval com-Royal Air Force, ponent of the R.A.F. but it was not until 1937 that its administrative control passed to the Admiralty.

A two year take-over period was envisaged and although the change was complete by May, 1939, there were still a few R.A.F. technical officers and many N.C.Os. and men left in maintenance crews for some years to come.

During this period the Courageous and Glorious, sister battle-cruisers to the Furious, had been converted with decks 700 feet long by eighty feet wide but with the now typical "island." Various types of arrester gear had been experimented with until the present wire system evolved, and the war-time planes had been replaced by "Flycatchers" as fighters and "Fairey III Fs" for spotting and reconnaissance.

Naval building was restricted be-cause of the rapid developments that were taking place and by the Washington Treaty so that no new carrier was laid down until 1935. This was the Ark Royal of 22,000 tons, launched on April 13, 1937. She had a deck 800 feet long and ninety-four feet wide, and was fitted with three lifts. The old Ark Royal, still in existence, was renamed the Pegasus and continued to be used for experimental purposes.

During this period it often seemed that, even in carriers, aircraft were subordinate to other fleet requirements but active service was not altogether absent. In 1929 the Courageous was ordered from Malta to Jaffa at full speed with a battalion of infantry of which it is so justly proud.

to assist the Palestine Police. Its com-plement of twelve Fairey Flycatchers, twelve Fairey III Fs and twelve twelve Fairey III Fs and twelve Blackburn Darts was flown off to the civilian airfield at Gaza and operated from there for about six weeks. Much work was done but not a shot was fired in anger; the only casualty was a T.A.G. who received a bullet wound in a very fleshy spot when a pistol being cleaned by an R.A.F. sergeant was accidentally discharged.

By now the threat of war was once more upon us and a large building programme was put in hand. Four ships, Illustrious, Victorious, Formidable and Indomitable were laid down in 1937 and two more, Implacable and Indefatigable in the following year.

The Second World War and After

Thus it was that the Fleet Air Arm entered upon the war that was to more than justify its existence as an integral part of the Navy, but not yet fully developed or equipped for its many tasks.

How all those tasks were carried out are high-lighted by such events as the attack on Taranto on November 11, 1940, the sinking of the Bis-marck in May, 1941, and the attack on the Scharnhorst and Gneisenau in the Channel in February, 1942; but we must not forget the many less publicised actions nor the hours of routine flying with no immediate ap-parent results which contributed so largely to ultimate victory.

Operations in the Pacific brought the war to a close. Since then we have had the operations in Korea and Malaya; carriers have further de-veloped with angled decks and steam catapults; aircraft have developed in power and capabilities, and at least one distinctive new type, the heli-copter, has been produced and proved its worth.
This development continues, and

R.N. OLD COMRADES BRANCH

A BRANCH of the above was started cases that had been investigated during at the Royal Victoria Hotel, Portland, his term of office as welfare officer for on December 1.

The meeting was opened by Mr.
T. W. Hair, and was followed by the formation of a committee. The fol-lowing were elected to the offices shown: Chairman, T. W. Hair; vicechairman, R. Babb; secretary, R. Cole-man; treasurer, C. E. Cotterall. The chairman spoke of the ideals

and reasons for starting the branch, and not to think of the Association as something for nothing, but as a means of assisting all ex-R.N. personnel living on the island in welfare, sickness, unemployment, irrespective of

the Weymouth Branch.

A vote of thanks was proposed to fr. and Mrs. Sweet for refreshments, and also to Mr. Green for his published addresses to members. The chairman thanked all members

for the grand send-off on the new venture, and hoped for more new members to come along.

Eng.-Capt. Maclennon, ret, made a witty speech and, business being com-pleted, the rest of the evening became a social affair with old shipmates renewing old friendships.

also mentioned unfortunate month in the Royal Victoria Hotel.

WEEKEND LEAVE FROM PORTSMOUTH

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H.M.S. UNDAUNTED

A GREAT deal of water has passed through the condensers since our last contribution. Now, with the fires out and most of the Ship's Company enjoying Christmas leave, the time has come to review the events of the last six months.

In early May, Undaunted returned to Portsmouth from an operational cruise in the Med, to give deferred Easter leave. The summer term was therefore short but sweet. After paying our respects to the Squadron in Portland, we sailed for Falmouth, Portland, we sailed for Falmouth, carrying out a considerable number of runs over the Talland measured mile on the way. Though there was a scarcity of lobsters at Polperro, there was a good harvest of "Oggies" at Falmouth. Another feature of the very pleasant week-end spent there was a cricket match against a local team. An enthusiastic farmer lent his top field for the occasion and the barn served as pavilion. The farmer's barn served as pavilion. The farmer's herd (which, someone observed, was twenty-two strong) were both keen spectators and fielders. None of them volunteered to umpire, but they all made their presence felt in one way or another.

Then up to Derry with Brocklesby where we took part in some interesting A/S exercises with the 3rd T.S. A heat wave coincided with the latter half of our visit and full advantage of this was taken at week-ends. The golden beaches were crowded with Undaunted and part at least of the legendary 20,000 surplus colleens.

Back to Portland for the 2nd T.S.

regatta where the Miscellaneous and Engine Room Divisions distinguished themselves by winning their respective races. There were some very close races and (after the Tribal Whaler) some very long swims.

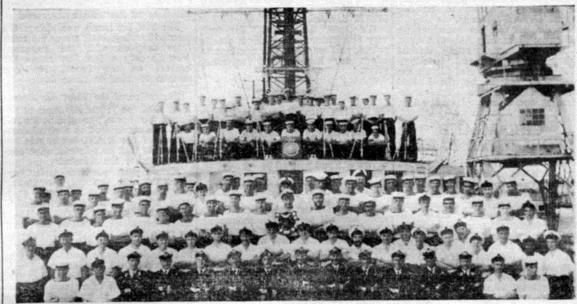
Summer Leave

Summer leave in Portsmouth, where Navy Days. Nine thousand in all visited the ship was open to visitors during Navy Days. Nine thousand in all visited the ship. This was closely followed by Captain D's, annual inspection, and it was something of a relief to sail south again in late

September.
Our autumn programme included 10 days at Gibraltar followed by an operational visit to the Azores with Brocklesby and H.M. S./M. Seneschal. Here we were based on Ponta Delgada, the modern port of San Miguel, and had many opportunities of appreciating not only the natural beauty of the island but also the kindness and hospitality of the Portu-guese inhabitants. A football match between a combined Ship's team and the island's champions resulted in a win for the visitors. Other high-lights of the visit were coach trips to the beauty spots, still unspoilt by tourists, and to magnificent pineapple planta-tions under acres of glass. We also gave the European premiere of film "Wichit" (borrowed from H.M.S. Algonquin just before we left). When the time came we were sad to leave the island—the Portuguese had made us feel very welcome; and at times their genuine respect and affection for their oldest allies was almost embarrassing

On the voyage home from Gibraltar we were proud to be the only ship in the Trafalgar area on the 105th anniversary of the battle. At twelve noon a commemorative service was held in a position four leagues WNW

COMMAND NEWS



Ship's Company, H.M.S. Undaunted

of Cape Trafalgar. A wreath was Ship Undaunted paid us a visit earlier H.M.S. Osprey. We wish him luck in dropped on the water, Lord Nelson's signal was flown from the yards and an armed guard fired a salute (the entire armament was not used for this, though reports of "broadsides" did appear in a national newspaper). Home again, and sufficient time at

Portland to play off the 1955-56 series of football league matches before sailing for Portsmouth. With one result to come we have an excellent chance of retaining the shield for the second year in succession. A few days ago we learnt that the ship had been awarded the Squadron Efficiency Bowl for the year; unfortunately many who made great contributions to this success have been drafted within the last month, but know they will be proud of this achievement. We wish them the best of luck wherever they

may be.
A very successful Ship's Company Dance was held in the new N.A.A.F.I. ballroom at the end of November Among the guests we were privileged to have Josephine Griffin, a J. Arthur Rank starlet making her name in films and television, and she kindly presented the spot and raffle prizes. After receiving a bouquet on behalf of Undaunted Miss Griffin was confronted by an unexpected gift in the shape of a blue balloon. The donor, a well-intentioned Guz rating, insisted on paying homage with this unusual

To round off the social year in fine style, the Ship's Company were guests of the Reading Police at a football match and social on their home ground. No effort was spared to entertain 40 or 50 of the Ship's Com-pany and their wives and we hope that this very happy association will continue to flourish. During the year we had managed to augment our working hands with a score or so from this splendid force; it is with conviction that we endorse the American tourists outstanding impression

in the year. They, too, were gainfully employed—the ship's bell and name-plates have never shone so brightly.

Soon after Christmas we sail for Rosyth for the annual refit. Hog-many and Haggis, snow and winter sports—some of us are trying to look on the brighter side. But, in any event, we are likely to be just that little bit tougher when we pass Fort Blockhouse next spring—frostbite or no frostbite.

In Memoriam

Charles Rex Vicars, PMX 60297. Chief E.R.A., Royal Naval Barracks. Died on December 15, 1955. P.O. Steward Cyril Ernest Bodle (Pensioner), PL/142899, who died on Monday, December 12, 1955, gave very valuable service to the Royal Navy as a referee.

R.N.A.S., GOSPORT

AS THE hours of each day draw shorter so too does the time of H.M.S. Siskin—for on May 31, 1956, this famous Royal Naval Air Station officially closes down. An airfield since 1912, it has been under direct Admiralty control since August, 1945, when it was set up as a permanent training establishment, entirely en-gaged in training, maintenance and experimental work. During the war, in August, 1940, as the Headquarters of No. 17 Training Group of Coastal Command, it attracted the attention of the Luftwaffe and was effectively dive bombed by a crack squadron of JU 87's.

However, things are much quieter now, especially with the departure of 705 Squadron's helicopters. Life has not come to a complete standstill, however, as can be seen from the station's social activities; for, as reported in the *Portsmouth Evening* News, the station rendered an excellent seed of the plant "The lent performance of the play "The Facts of Life" by Roger McDougall during November, and work is al-ready under way for the preparation of another play, "Seagulls over Sor-rento" by Hugh Hastings, in March.

Sport

In the sporting world enthusiasm runs high, even though it is a rare thing for the station to be able to turn out the same team on two consecutive occasions. The two soccer and the hockey teams are having average successes, whilst the rugby team is doing extremely well, especi-ally as the U.S. are constantly bor-rowing some of the station players. They have now won five and drawn one of the seven matches played this season. In the shooting world the station teams are "right on the target," the 303 team having convincingly won the Portsmouth Command Autumn League (Div. 2), for which it was presented with the Royal Sovereign Cup in December, and the .22 team finishing as runners-up to R.N.A.S. Anthom in the Naval Air Command Autumn League, and, at the time of writing, it has only lost one match out of five in the Hampshire County .22 League.

H.M.S. VERNON

TO THOSE who observed that last month's edition lacked our entry, we apologise. It was because our "tame author," Inst.-Lieut.-Cdr. Joe Blakeley, had departed for pastures old-

his appointment,

Another loss to us, but this time after twenty-five years, is that of H.M.S. Nightingale. Her distinguished career as a tender to Vernon has ended, and she is now part of the Reserve Fleet.

Losses and gains, that is the way of the Service, so we welcome back C.P.O. Rowe, whose prowess on the 0.22 rifle range is well known. He has shot for the Navy, and we hope that he will continue to hit the bull for Vernon. Yet another loss is C.P.O. Cokes, who has been a tower of strength in our Junior Rates Accom-modation Block Office, and a staunch upholder of our sailing team for nearly three years.

Ship's Concert

One of the high-lights of November was the Ship's Concert, produced by Sr. Cd. Ord. Eng. G. Cole, ably assisted behind the scenes by C.P.O. Giles who was everything from stage manager to call-boy. The Can-Can and fairies' dance by the Diving Team brought the house down (nearly in more respects than one!). We still wonder what happened to the egg that our conjuror Ken Boardman broke in the Commander's cap! Songs from the Edwardian era were sung by newly-joined instructor officers, and one wonders if singing will form part of their future teaching technique!

Talking of singing brings the Vernon Choral Society to mind. Formed by Ken Boardman, they have gone from strength to strength, and at the Carol Service held in the Cathedral on December 15, they showed us their mettle. The Service included nine lessons read by representatives of all ranks, from the most junior rating to the senior officer. Inst.-Lieut. Ullyott played the organ during the service.

Sports Programme

A full sports programme has been carried out successfully, but we have said farewell to that stalwart of the soccer team Gerry Tordoff, who has skippered the team for the last two years. Gerry has finished his short service commission, and now dons a bowler hat to become "someone in the City." Our best wishes go with him. M.(E) Vaughan has played for the Portsmouth Command and helped us to beat R.N.B. 5—1 to enter the semi-final of the Charity Cun semi-final of the Charity Cup.

Our Hockey team contains eight U.S. players, of whom, three have played for the Navy—they have done very well this season.

Our Rugby team has continued to pack tight, and has been glad of the soft ground in the recent rains or don't mud packs help the complexions of players?

Kavanagh is leading the Navy Cresta team again next month at St. Moritz—there must be something in this bobsleigh racket after all! Good luck, Barney!

Our Chief and Petty Officers were entertained to an At Home on board the Brazilian ship Duc de Caxios last month, and appeared to have had a wonderful time-chicken salad, fruit, and wine were consumed to the strains of mambos from the Brazilian strains of mambos from the orchestra (and the Chief G.I. tripped orchestra (and the chief g.I. tripped in a samba!). We a very fantastic toe in a samba!). We returned the compliment the next day in our Chief P.Os. mess, and a very good time was had by all of us.

The P.Os. mess Christmas Dance proved to be entirely successful—

good music, dim lighting, and some dancing.

Children's Parties

Next year starts with a series of children's parties to be held by each mess. Warrior Block will entertain 120 orphan children from Nazareth House Services' Home, and the R.N. and R.M. Children's Home at their party. These parties will be fol-lowed by our Annual Ball at the Savoy Ballroom on January 31. Throughout all these pleasures, how-ever, a little thread of work will be woven, a little thread of work will be woven, although torpedoes and depth charges may be forgotten during the leave period—oh! the final secure has gone, we're off, leave has started. A happy New Year to all members of the T.A.S. family whereever you may be, and may 1956 be a very happy one.

H.M.S. ARIEL

ONE OF THE traditional features of life in H.M.S. Ariel is the Annual Christmas Pantomime. This year it was decided to open the Christmas season with the presentation of "Snow White and the Seven Dwarfs" (Naval version), and the first performance, before a children's audience, was held on the afternoon of Satur-

day, December 10.
As usual, the audience took a very active part in the affair, and the wicked witch had the greatest difficulty in wreaking her evil design upon the innocent Snow White with a "poisoned oggie." A gigantic Children's Party followed the performance.

Two adult performances followed on Monday and Tuesday, December 12 and 13, the second attended by Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C., Flag Officer Ground Training.

The pantomime featured a cast of about 50 people, in addition to the orchestra. This, together with the back-stage personnel, means that about 100 members of the ship's company took part. The pantomime script and all the music were written by members of the ship's company by members of the ship's company, and all of the scenery, costumes and effects were the result of voluntary effort by officers and ratings.

H.M.S. DOLPHIN

THE PERIOD covered by this brief report embraces November 30 to December 12. The Handicrafts Exhibition, held in the Information Room, School Block, attracted some 200 exhibits. The Cake Competition, judged by Commissioned Cookery Officer E. B. Houlston, was won by Mrs. Potts, with Second Officer C. M. G. Cardew second, and Mrs. Herbert-Gustar third. The other classes were judged by Mr. S. G. Mills, Area Representative for the Nottingham Handicrafts Company. He was most impressed by the high standard of the entries submitted, and commended C. E. R. A. Church (woodcarving and statuary), and Cdr. P. G. Sharp (model of H.M.S. Gambia), on the excellence of their work. Mrs. Fawkes, wife of the Flag Officer, Submarines, who presented the prizes, was thanked by Capt. G. D. A. Gregory, D.S.O. (Captain, H.M.S. Dolphin).

Successful Revue

"Grewpup," the Christmas Revue, ran for almost a week—outstanding performances were the Teddy Boys' Picnic by the Edwardians, Lieuts. N. Clack and J. B. L. Watson, and the Thought Reading Act of Lieut.-Cdr. R. V. Bates and Lieut. Hermann. Apparently this act did not depend upon the cunning use of mirrors. Babes in the Wood had a Drury Lane flavour, and the supporting turns moved into sequence with a profes-sional smoothness which justified the efforts and enthusiasm of the gallant band of volunteers. The revue provided an occasion when Dolphin wives and sweethearts could enjoy the friendly milieu which is Fort Blockhouse

house.
On December 7, the Flag of Rear-Admiral W. J. W. Woods, D.S.O., was hoisted in H.M. Submarine Amphion, and a few minutes later Admiral Woods arrived to relieve Rear-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E. Having been met by Admiral Fawkes, Admiral Woods inspected the guard under Lieut. Cookson, and met Capt. G. D. A. Gregory, D.S.O., Capt. R. L. Alexander, D.S.O., D.S.C., and Cdr. P. G. Sharp, D.S.C. At sunset the Flag of Admiral Fawkes was struck: next morning, at 0800, December 8, the Flag of Rear-Admiral W. J. W. Woods, D.S.O., was transferred to H.M.S. Dolphin.

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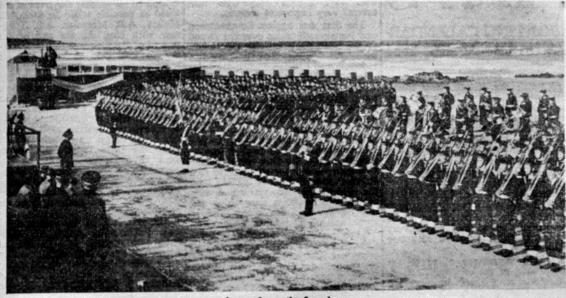
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R.N.A.S. LOSSIEMOUT



A parade on the foreshore

NAVY NEWS from Lossiemouth, it ern flying suits and helmets. During may be of interest to readers to the ceremony, twenty-five Naval jet sketch briefly the events of the very successful term which has now ended.

As usual in September the Home

Fleet arrived at Invergordon with the carriers Eagle, Albion, Centaur and Bulwark. This visit kept the airfield very busy for some time acting as "spare deck" for the carriers, and in "spare deck" for the carriers, and in the operation of strikes on the Fleet by our own aircraft. The social side of the visit was also somewhat hectic since an R.P.C. from H.M.S. Fulmar wardroom was accepted by some 270 officers from the carriers. A similar invitation from the C.P.Os. and P.Os. brought an equally thirsty crop of guests. The visit gave us an opportunity to renew many old friendships, particularly with 802 and 804 Squad-rons, who had been based at Lossiemouth until a few months before. A return match was played at Invergordon.

On the fifteenth Anniversary of the Battle of Britain, 811 Squadron from Lossiemouth had the honour of representing the Royal Navy in the fly-past over London, and other aircraft from Lossiemouth visited air displays throughout Scotland and the North

The hundred and fiftieth Anniversary of the Battle of Trafalgar was celebrated by a parade on the fore-shore at Lossiemouth, at which the Lord Lieutenant of Morayshire, Brig-adier H. W. Houldsworth, D.S.O., took the salute. Nelson's Trafalgar signal was hoisted by five signalmen, three of whom were dressed in the

SINCE THIS is the first article for rig of Nelson's time and two in mod- by Lossiemouth in the local soccer aircraft flew past in formation forming the word "Duty." The guest of ing the word "Duty." The guest of honour at the wardroom Trafalgar Night Dinner was Vice-Admiral Mackintosh of Mackintosh, himself distinguished Fleet Air Arm officer.

On Taranto night the principal guest was Vice-Admiral A. N. C. Bingley, the Fifth Sea Lord, who arrived by jet aircraft during the morning escorted by aircraft of 736 and 738 Squadrons,

V.I.P. Visitors

V.I.P. visitors this term, not previously mentioned, have included His Royal Highness The Duke of Edinburgh. Mr. J. P. L. Thomas, M.P., the First Lord of the Admiralty, and Admiral Sir Michael Denny, G.C.B., C.B.E., D.S.O., Commander-in-Chief Home Fleet. His Royal Highness The Duke of Edinburgh was met by Capt. Duke of Edinburgh was met by Capt. P. D. Gick, O.B.E., D.S.C., R.N., and senior officers, following a visit to his old school Gordonstoun. He left Lossiemouth in a Heron aircraft of the Queen's Flight, which he flew himself.

H.M.S. Fulmar has been well rep resented in the field of sport. Both soccer and hockey teams reached the finals of the Home Air Command, but in each case we were pipped at the post by the Royal Naval Air Station Culdrose, The Bannockburn shooting trophy was won by Lossie-mouth again for the second year in succession. The Mathew Cup was won

knock-out competition for the first time: the score being Lossiemouth 2 New Elgin 1.

In October the Station Band, led by AA3 Kimberley, T. J., won the Home Air Command Band contest with a score of 88 per cent.

Social Life

As usual with the approach of Christmas leave the social life of the station was fast and furious. In addition to dances, the high-light has been the station pantomime "Cinderella," which had a run of three very successful, pichts. Although it is ella, which had a run of three very successful nights. Although it is hardly fair to single out individuals from a show which depended so much on team spirit, the producer, Lieut-Cdr. R. Kersely, D.S.C., R.N., deserves a special mention. Lieut. Cdr. Kersely, who is First Lieut., has put on several excellent variety shows during his time at H.M.S. Fulmar, and will be very much missed when he leaves for his new appointment in New Zealand.

A surprise visit from two Vickers Valiant aircraft of Bomber Com-mand brought the term's flying to an interesting conclusion. The aircraft were diverted to us from the south and remained overnight, arousing great interest among the flying types. The Royal Air Force crews were well subjected to some cross-questioning worthy of the Old Bailey, while under the influence of the local truth drug, malt whisky. We hope to see them again any time they feel like drop-

The early weeks of 1956 will see many changes here as new squadrons form to replace those required for operational duties elsewhere.

In conclusion, for those fortunates with plenty of sea-time behind them and a shore commission ahead, if you like skittling, an active rural life, and the whine of ghostly jets, it's worth a quiet word in a Drafting Ear.

R.N.A.S. YEOVILTON

ONE HAS the same sort of feeling as a "new boy" joining school on rendering our first contribution to NAVY NEWS. Introductions may well be necessary.

H.M.S. Heron wears the flag of Rear-Admiral Guy Willoughby, C.B., Flag Officer Flying Training, and is situated in the smiling land of Somerset some six miles from Yeovil, which is renowned for its glove fac-tories, St. Ivel cheese, Westland aircraft and pretty girls.

Our stone carrier is manned by nearly 200 officers, 1,500 men and last, but not least, 100 Wrens.

Our job is the forming and working up of Sea Venom All-Weather Fighter Squadrons for the operational carriers

Reconstruction of the airfield was completed over two years ago and the result is a fine modern field to N.A.T.O. specifications with a main runway 2,600 yards long and two shorter runways.

The "All-Weather" nature of our squadron training means that nearly as much flying takes place at night as by day, a fact that does not neces-sarily endear us to the unfortunate inhabitants of the villages on our perimeter.

Accommodation is pleasant if not luxurious, and our sports facilities are among the best in the West Country.

Our married quarters are some two miles from the airfield and within ten minutes' walk of the old Roman towns of Ilchester or Welchester as it was known of old.

It is no exaggeration that Yeovilton has a good name for being a "happy ship and indeed life is pleasant there for the great majority, and travel facilities to London, the Midlands, the South West and the Pompey area are very reasonable.

local social life; our football, rugby, hockey and cricket teams have many fixtures all over Somerset, and we en-joy a strong liaison with the Naval units at Portland and our R.N.V.R. friends of H.M.S. Flying Fox at Bristol.

The high-light of last summer's activities was our Gymkhana, which included a three Services athletic contest, gymnastic displays, tug-of-war, dog show, fashion display and Invasion from Outer Space.

The Invasion was a spectacular affair and rendered necessary because apparently there were no females left on Mars. When the fearsome Martians emerged from the radio-active smoke clouds that surrounded their yellow and red space machine, each Martian selected a young and charming Wren and bore her, struggling, to the space-craft. A husky squad of Australian naval airmen from 808 Squadron attempted a gallant rescue but were mown down by the ruthless ray guns of the invaders. Dramatically, a middle-aged woman emerged from the crowd of spectators and addressed the Martian leader in his own tongue. After he had explained that on Mars. the ladies would be supplied new nylons every day, champagne was piped through the plumbing, working hours were limited to two a day, and all Martians were handsome, formerly reluctant girls succumbed to his sales talk and arm in arm with the Martians entered the space ship. With a final friendly wave of an anti-dote ray gun the leader restored the Autipooleans to life and to the thunder of her nuclear rocket motors the space machine headed for the Red Planet, mission accomplished.

Beauty Contest

The station plays a full part in Heron Wrens. Most deservedly, the Ocean.

latter captured first and third prizes. while the second was awarded to the charming wife of a Leading Cook, herself an ex-Wren. The Seaman Band of the Royal Naval Barracks, Devonport, lent pageantry and music to the day, and to a man gave their ferrent support to our charming fervent support to our charming Wren, Jane Steel, who was crowned "Heron Queen." Altogether a happy and memorable day.

H.M.S. OSPREY

AS IS the custom at this time of year there has been a full programme of social events, including Christmas social events, including C dances and children's parties.

Although there is but a small ship's company, a very full games programme is carried out. The small band of rugby enthusiasts have a game each Wednesday, but it is difficult to get the secretary to divulge any details about the results. The soccer team, under the experienced eye of Mr. Copas, competes in the South Western Inter-Service Mid-Week League and has entered in the Chaine Cup Competition. In the former we come up against some very former we come up against some very strong Army teams and in the game at Bovington we suffered defeat at the hands of the R.A.S.C., which reads more like a rugby score than one associated with soccer. In the Cup For our beauty contest, which was judged by the film and radio personality, John Blythe, there were twenty-eight entries, including two successes against both Maidstone and

H.M.S. PHOENIX

SMALL ceremony took place in H.M.S. Phoenix on Friday, December 15, when a bronze plaque was unveiled. The plaque, which was presented to H.M.S. Phoenix by the Belgian Minister of National Defence as a token of appreciation for the A.B.C.D. training given to officers and men of the Belgian Navy, was brought over from Belgium in H.M.S.

After an introductory speech by the Captain, H.M.S. Phoenix (Capt. H. Murray-Clark, R.N.), who spoke of the friendly relations that have always existed between the two countries, the plaque was unveiled by Licut, de Vaisseau Pierre Lentacker of the Belgian Navy, who is undergoing a course in H.M.S. Phoenix.

The plaque is sited near the main gate, where all can see it.

H.M.S. SAMSONIA

WE SAILED for South Africa from WE SAILED for South Africa from Portsmouth on September 29, 1955. Except for a brief enjoyable stop in Freetown, the trip was uneventful, and we arrived in Simonstown on October 23, 1955.

After far too short a stop, we turned and made our goal England and Christmas—but this time at the end of a wire over our stern hung.

end of a wire over our stern hung H.M.S. Wager to keep us company. After a week at sea, A.B. Hazelton of H.M.S. Wager developed symptoms of acute appenditics. With no doctor on board, and no ship within 300 miles of us, his chances did not look very good. However, the Pretoria Castle, homeward bound, sped to our assistance, and he was transferred at 03.00 in a heavy sea, to have his appendix successfully removed in the luxury liner.

Our next stop was Dakar, on the French west coast, where one run ashore proved the limit, the prices

being so prohibitive.

And so after an incredibly smooth crossing of the "Bay" we secured in Portsmouth on December 2, having been away for sixty-three days, of which fifty-four had been spent at

R.N.A.S. EGLINTON

SATURDAY, December 1955, the officers of 719 and 737 Squadrons—the anti-submarine training squadrons based here—combined to give a cocktail party, with a difference. Admission for guests and hosts

R.N.A.S. ABBOTSINCH

THE £75 allocated from the Herbert Lott Trust Fund to the Reserve Air-craft Sub-Command was awarded by Flag Officer, Reserve Aircraft, to this station "in recognition of the efficiency with which the Ship's Company have tackled the job of supplying aircraft to squadrons forming to take their place in the Carrier Cycle."

Children's Christmas Party

A combined Christmas party was held for all station children, and thirty orphaned children, invited through the local branch of the British Legion. All had a thoroughly good time, which included a profitable interview with Santa Claus. A genuine beard, which only needed an application of white shoe cleaner, was a great asset to the Station Secretary in playing to the Station Secretary in playing this part. Next year, if we worry him sufficiently in the meantime, the shoe cleaner may be unnecessary.

The Wrens' Hockey team became

The Wrens' Hockey team became champions of the West of Scotland Division of the Scotlish Ladies' Hockey League by winning all their games except one. Their success was due, in no small measure, to the hard work and inspiration of their captain, P.O. Wren Barrister.

In the Command .22 Inter-Station League we had two Jewel runners-up: Juniors, A.A.5 Lipscombe with 96.8; and Wrens, C.P.O. Wren Bruce

Handicrafts Exhibition

Handicrafts Exhibition
Nearly fifty entries of a varied nature and all of a commendable standard of workmanship were received for an exhibition held on December 8. Mrs. Jones, wife of our chaplain, assisted by W.R.N.S. and R.N. officers, had a most difficult task to decide upon the winners. The cash prizes, given by the Station Welfare Fund, were presented by Mrs. Waterhouse, wife of the Commanding Officer. Officer.

"Sanderling Gyppos"
So many of us these days find caravans the best solution of the housing problem but, when it comes to moving, are not fully informed about sites available near our new job. To obavailable near our new job. To obviate this we have written to all Air Stations asking for information. Much help has been received but we are always glad of more, and suggest that you all send up-to-date information about the availability of suitable sites to the Editor of Navy News for recomplession. promulgation.
(Ed.—If sufficient information is

forthcoming a special feature caravanners will be considered.)



A Gannet emerging from cloud

alike was by "Toy Only," the toys submarine training task carried out to be given to children spending by the station and to the ship's badge Christmas in the Londonderry which depicts a gannet in flight. It hospitals.

A fine collection of over seventy toys was made—dolls, fire-engines, trains, teddy-bears, books, in fact "the lot," something for all ages, from babyhood to teens. On top of the pile were a pair of "blow-up" rubber horses which appeared to be prancing and leaping further and further as the

party went on.
Arrangements were made for the toys to be shared between the Water-side and City Council Hospitals and also, through the British Legion, to several families of Derry men who

lost their lives in the Korean War.
On Christmas Day Lieut.-Cdr.
D. W. Pennick, R.N., Commanding Officer of 737 Squadron, and his wife, together with other Squadron officers and their wives, went along to the City Council Hospital to distribute the toys personally to the children

Ship's Motto

The motto "Hoste Piscamur" has been approved for H.M.S. Gannet, R.N. Air Station, Eglinton. Translated from the Latin, "We fish for the enemy" is appropriate to the anti-

by the station and to the ship's badge which depicts a gannet in flight. It has nothing to do with the trout and salmon fishing available in the neigh-

Gannets for H.M.S. Gannet

The conversion to the new antisubmarine aircraft, the Fairey Gannet, one of which is pictured above, is continuing steadily and should soon be completed.

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SPORTS NI

ROYAL NAVAL CYCLING ASSOCIATION



Members of H.M.S. Bulwark's Cycling Club all set for a training spin on the flight deck. Cycle racks are provided near the gangway and every help is given to these enthusiasts

THE ABOVE Association has fallen on evil days. An extraordinary general meeting was held at Lee-on-Solent, under the Chairmanship of Commodore G. E. Fardell, to discuss the future of the Association. The present number of affiliated members is now just over 30. In 1951 it was over 300. Only one Command boasts a Cycling Club, namely Portsmouth. Two aircraft carriers have small clubs; Albion and Bulwark. Otherwise interest ap-pears negligible, except on a few isolated air stations. Yet there are ten million cyclists in this country. The meeting decided to try once more to revive interest in this sport; if it failed in 1956, then it was thought better to terminate all activities. Captain J. R. Gower volunteered to take over chairmanship under these very depressing conditions. Flag Officer Air (Home). Admiral Caspar John, has consented to remain as President.

New Committee

The new Committee was elected as

Hon. Secretary: Lieut. Cox, R.N.
Air Station, Lee-on-Solent.
Asst. Hon. Secretary: P.O. Carter,
R.N. Air Station. Lee-on-Solent.
Hon. Racing Secretary: S.B.C.P.O.
Rigby. R.N. Hospital, Haslar.
Asst. Racing Secretary: C.P.O. A/F.
Robertson, R.N. Air Station,
Abbotsmch.
Hon. Treasurer: Inst. Lieut. White-

Hon. Treasurer: Inst. Lieut. White-head. R.N. Air Station, Lee-on-Solent.

The dates of the Inter-Service Championships in 1956 are as

follows:

(a) 50 Miles Time Trial, Wednesday, July 4, probably at Coventry.
(b) Track Championship between July 19 and 31, probably at Herne

(c) Road Race Championship, Sunday, September 19, at Bland-ford, Dorset.

Obviously a representative Royal Navy team cannot be selected from 30 members. However, it is intended to hold an R.N. Cycling Meeting at Lee-on-Solent in the summer and, depending on the interest and standard of performances, then a decision will be read about comparing in the will be made about competing in the Inter-Service Championships.

These dates are:

Sunday, June 24, Massed Start, Lee-on-Solent.

Tuesday, June 26, Track Race, Gosport or Portsmouth.

Wednesday, June 27, Time Trial, Portsmouth Area.

Write for Pamphlet

If you are a keen cyclist, ask your Sports Officer how to join the R.N.C.A. If you can get sufficient interest in your ship or establishment, form a club; in any case join the Command Club, If you are a sports officer, and don't want to be caught out, read the relevant chapter in the new Sports Handbook and write to Lieut. Cox for the small pamphlet, in course of preparation, on how to start a cycling club. The point is that if you are a cyclist and want it, you can have it for the asking. Most Commanding Officers permit cyclists to land in cycling rig. Do not think that the activities of the R.N.C.A. are confined to competitive cycling; it welcomes recreational cycling, both for men and women, Membership is open to all, including W.R.N.S., for 2/- per annum or only 1/- if you are a member of a club affiliated to the R.N.C.A. It is hoped Devonport and Chatham will form Command Clubs by April, 1956. Lieut. Cox for the small pamphlet, in

R.N. BARRACKS INTER-PORT SPORT

matches between the Supply and Secretariat Division, R.N. Barracks, Portsmouth, and the Supply and Secretariat Division, R.N. Barracks, Devonport, took place at the U.S. Men's Ground during the forenoon of Saturday, December 3, 1955.

About thirty stalwarts from "Guzz" arrived at R.N.B. at about 7.30 p.m. and, after having supper, were escorted to the Royal Sailors' Home Club, Queen Street, to attend a dance in their honour. A very "chummy" session was had by all.

The soccer match continued to be a friendly affair (only three penalties further fostered.

THE BI-ANNUAL hockey and soccer were awarded during the game) with matches between the Supply and Secre-5, the winning goal coming during extra time.

The hockey match, played on almost adjacent pitches, was very even and resulted in Pompey again winning by

Howe Group now possess two more cups which we hope will remain in our trophy case after the return games with

Devonport during March next.

Although "Guzz" lost both games we like to think that they had an enjoyable week-end and that the good-natured rivalry between ports was

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SPORTING CALENDAR JANUARY—APRIL, 1956

RUGBY

Although the Royal Navy trium-phed over the Army last year, they were defeated by the R.A.F. This month the Royal Navy will be playing Blackheath at Portsmouth on January 28. The dates for the Intermatches, all played at Twickenham, are:

February 18, R.N. v. R.A.F. March 3, R.N. v. Army March 24, Army v. R.A.F.

It is heartening to see that R.N.C. Dartmouth are considered one of the best school sides in the West Country in their last season before becoming a University.

Forward supremacy allied to the tactical skill of the captain, T. R. A. Melhuish, at fly-half brought the R.N.C., Dartmouth, safely through their six games against schools. The hard-working pack was well led by N. St. J. Morley-Hall, with B. Walthew an excellent forward of allround ability.

HOCKEY

Last year the Royal Navy excelled themselves by drawing both with the Army and R.A.F., who also drew. The R.N. have not won the hockey out-right since 1928. Prospects this year are not so bright and only four of last year's team are available, two of last year's team are available, two of whom have not yet played owing to injury. The R.N, team will be on view at Portsmouth on January 14—15, against Surbiton and Teddington respectively. They are playing Cambridge at H.M.S. Ganges on February 1, and the Civil Service at Chatham on February 15. The dates and venues for the Inter-Service matches are: matches are:

March 14, R.N. v. R.A.F. at Uxbridge March 21, R.N. v. Army at Chatham March 28, Army v. R.A.F. at Alder-

ASSOCIATION FOOTBALL

After a most successful match at Fratton Park early in December when the R.N. drew 5-5 with a strong F.A. XI, it is a pity that the R.N. team will not be seen again in Portsmouth, prior to the Inter-Services matches, whose dates and venues

March 7, R.N. v. Army at Bristol March 14, R.N. v. R.A.F. at Reading March 28, Army v. R.A.F. at Wolverhampton

As the Royal Navy continue to field an all-amateur team, hope of defeat-ing the all-professional strength of the other two Services is slender. Both the Army and R.A.F. are now field-ing full strength amateur sides, but as yet they will not risk them represent-ing their service in this competition!

BOXING

Last year the Royal Navy were second in the LS.B.A. Championships, but it is unlikely that the R.A.F. will allow this to occur again. However, neither are likely to challenge the wealth of talent available to the Army. This year the boys have been divided into age groups to match the junior A.B.A. requirements and winners of the I.S.B.A. Boys' Championships will go forward to the A.B.A. Junior Championships in the same way as the senior boxers. The honour of staging the R.N. Boys' Championships this year goes to St. Vincent, and the Commander-in-Chief, Portsmouth, has promised to attend. Dates and venues are:

March 7-8, Portsmouth Command Championships, R.N. Barracks March 20, 21, 22, Royal Navy Championships, R.N. Barracks April 18-19, I.S.B.A. Championships, R.A.F. Hullavington

The R.N. team will be boxing the Birmingham on explicable

BOYS

February 6, 7, 8, R.N. Boys' Champ-ionships, St. Vincent February 27, 28, 29, I.S.B.A, Boys' Championships, R.A.F. Halton

CROSS COUNTRY

If last year's results are to be believed the only Commands capable of producing reasonable runners across country are Portsmouth and Air. This year, Devonport will be more a force to be reckoned with, but Nore Command is still an unknown quantity. The lack of enthusiasm in the East country is quite in-

ROYAL NAVAL ATHLETIC CLUB (SOUTH)

SINCE OUR last report Club members have had a busy time with Paxton to go as near the front of the several very important fixtures.

The first was against Southampton and Portsmouth teams over the Dryad course when the home side were again successful. When South London Harriers and London University came down the following Saturday there was a different tale to tell and the naval side lowered their colours in an inter-club match for the first time this season. When one realises that S.L.H. are the National Champions and London University include several internationals in their team it was no surprise when the first naval man— Dewsnap—could not get into the first dozen places. Driver, of S.L.H., took the opportunity to set up a new course record with a time which will not be disputed for some time to come, namely 32 minutes 20 seconds, Then came the Hampshire County

Championships over a very well organised course at Tatchbury Mount Hospital at Totton, just outside Southampton. In the "C" group race for runners in the 15 to 17 age group we had hoped to field teams from St. Vincent as usual but for some reason they did not wish to turn out during the past two seasons these lads have been seen at Dryad on a number of occasions apart from the Command Championships, but this year there seems to be a change of heart and the opportunity which the club offers to introduce our potential future Navy runners to some healthy competition is being allowed to slip. In the "B" group for those from 17 to 19 we fielded three teams from H.M.S. Collingwood and the unfortu-nate last minute absence of App. Daley, the Command Junior Champion, put the best team into third place when a certain second place had been indicated. Portsmouth A.C. were very easy winners of this race.

The Senior race was the most excit-ing one seen for many years and P.O. Sbarp's "Secret Plan" nearly

Field as possible while he took A.B. McBay, A.B. Morralee, A.B. Townrow with him. At the end of the second of the four laps this was working so well that the R.N.A.C. six scoring runners were in the first sixteen places and Portsmouth had only these men up among the leaders. only three men up among the leaders. Unfortunately A.B. McBay had a complete collapse with about five of the seven miles completed and in spite of courageous running by A.B. Jack son to try to get up to take McBay's place the team trophy and awards went to Portsmouth A.C. by one point—92 to 93. Eastleigh were not far away with 114 points and if their leading runner Pain had been present they would have been fighting for first place.

The first half of the season ended with Portsmouth A.C.'s five miles road race starting and finishing at foad race starting and finishing at Alexandra Park. This was a handicap affair with the weaker runners setting off ahead of the better men. The field included a fair sprinkling of club members and S.A. Dewsnap finished third only about 50 yards behind the winner. The naval team were second on aggregate handican times to the on aggregate handicap times to the prize-winners, Portsmouth A.C.

After Christmas we make a fresh start and any new runners in the area —Ford to Yeovilton—should contact one of the Club officials—Lieut.-Cdr. R. A. Sharp the Honorary Secretary in H.M.S. Hornet, P.O. Sharp, the Club Captain, at the R.N. Barracks Gymnasium or P.O. Leach, Inst. Lieut. Thomas or Inst. Lieut.-Cdr. Sinfield in H.M.S. Collingwood. Remember there are facilities for all whether novices or experts.

Dates to Remember

Feb. 14 Portsmouth Command Spring Cross-Country at Southwick.

Royal Navy Cross-Country Championships at Southwick.

UNITED SERVICES RUGBY FOOTBALL CLUB

OUR RUGGER enthusiasts can look | ing games with the Club for a long upon the Club record for the first half of the season with satisfaction.

All players have pulled their weight and can feel happy with the resultand we must not forget the small but vigorous Selection Committee, and the Team Coach! Of the seventeen games played, the

1st XV has won eleven, lost five, and drawn one; points scored "for" total 195 whilst points "against" number 119. Having defeated London Irish 21—3, and fought a gruelling struggle win against the Scottish wallet the 21—3, and fought a gruelling struggle to win against the Scottish, we let the London Welsh get away with a draw, three points each. Pity! Of course the win against Home Air Command was attributed to the six fifth columnists playing for U.S.—according to the back-chat in the Club House afterwards! It is the first time we have defeated Bath since the war, and it is certainly a long time since U.S. hammered Northampton; and although victory went to Pontypool in their first fixture with us, it was only their first fixture with us, it was only obtained after a ding-dong forward

Everyone was delighted with Mike Pearey's selection for an England Trial on his own Northumberland ground. Well done! On the other side of the balance sheet we have sadly missed Rivett-Carnac and hope he will soon be fully recovered from his injury; Bridgeman is unlikely to play again this season and this is very bad luck; Swallow—alas!—is off to Ger-

luck; Swallow—alas!—is off to Germany. We shall also miss our loyal touch—judge Arthur Walker, who is leaving the Service shortly.

The "A" XV has an impressive points record having scored 238 points for, with only 73 registered against them . . an excellent result for twelve matches. The captain of the "A," Coleman, has been injured for some weeks but we are happy to know that he will soon be back in the fray. Woodley, who has played sterlfray. Woodley, who has played sterl-

period, is off to Ceres—he has been a stalwart supporter.

a stalwart supporter.

The two Junior sides—the Shrimps and the Prawns—have together won seventeen out of their twenty-three games! In fact, the Shrimps' record of nine victories in twelve matches is the best of the bunch, and John Lawson (the Club Team Secretary) chases the Shrimps to victory with commendable regularity! Victoria Barracks has supplied players on many last-minute occasions, and this has resulted in some welcome talent has resulted in some welcome talent spotting amongst new entries.

We have done well in the first half of the season but we want to do even better in the second, and in order to "set the ball moving" there will be a General Meeting in the Club House, at the U.S. Ground on Friday, January 6th, 1956, at 1715. There are several important matters of new Club policy to be discussed and we want as many members as possible to attend. New members are particularly welcome

It is inevitable in a Services Club that we experience a constant drain on our resources due to players being appointed or drafted elsewhere, and consequently "new blood" must be found as the season continues. All players who are keen to join the Club are advised to inform Lieut, Lawson, H.M.S. Excellent.

INTER-UNIT RUGBY LEAGUE TABLE (To Date)

3		P	W	D	L	F	A	P
Ġ,	Siskin	9	8	-1	0	175	35	12
ġ	Dolphin	10	6	0	4	179	83	12
	Victory	9	6	0	3	170	105	1
	Dacdalus	7	6	0	1	128	52	12
H	Collingwood	6	4	0	2	116	24	0.3
H	R.N.A.S. Ford	6	5	0	1	103	19	10
i i	Dryad	6	3	1	2	85	40	
á	Mercury	9	3	1	5	89	155	
Ş	Vernon	7	3	1	3	78	61	50
L	Vic. Bks.	10	2	2	6	87	145	
ř	Excellent	7	2	1	4	59	100	Ober 1
	R.M. Eastney	7	2	0	5	71	119	200
٠	Res. Fleet	9	1	1	7	48	206	
	St. Vincent	9	2	0	7	49	140	

when around Chatham January 20, and Wales at Cardiff on exist some of the most go ahead clubs february 24. exist some of the most go ahead clubs in the country. The R.N. Championships will be run on Friday, February 24, at Southwick, followed by the Inter-Service Championships at Henlow on Friday, March 9.

W.R.N.S. fixtures for the above

BADMINTON

February 17, Inter Command, Chatham

FENCING

April 25, Phase III, Portsmouth May 2, Inter-Service, Aldershot June 5, Royal Tournament, Earls Court

HOCKEY

February 29, Inter-Command, H.M.S. Dauntless

Dauntless
March 6, R.N. v. Civil Service,
Chiswick
March 7, R.N. v. R.A.F. Burghfield
March 8, R.A.F. v. Army, Uxbridge
March 9, R.N. v. Army, Aldershot

NETBALL

March 16, Inter-Command, Portsmouth March 17, R.N. v. Civil Service

Portsmouth March 17, R.N. v. Hampshire County Netball Association, Portsmouth March 19, Inter-Service, Halton

RIFLE SHOOTING

February 13, Inter-Service, War Office, London

ON SATURDAY, November 19, eighteen players from the Command,

representing eight stations, assembled at Lee to take part in the six fixtures

that make up the H.A.C. Hockey

against Maidenhead, a fixture taken over from the U.S. Portsmouth. We

lost by 4-1, under ideal conditions which gave the selectors a good idea

Unlucky "Air"

Bournemouth, and with some new faces appearing, and one or two posi-

tional changes, it was hoped to improve on the previous day's showing. Bournemouth, who are old rivals, gave the side plenty to think about,

aided by his full-backs, produced some spectacular saves, and there was

no further score; but for once the team and selectors felt that the

promise shown in this game indicated that the remainder of the matches dur-

ing the week might well go in their

The annual fixture against Hampshire was held at Siskin on Monday, November 21, and again some changes were made in the side. Once

again, although the weather was perfect, the game did not live up to expectations, and the Air lost 2-3

After a well-earned day's rest, on the Tuesday the team played at Poole

against Dorset who, remembering their defeat two years ago, turned out

lost 4-0. The result was in no way a disgrace to the side, and they played

On Sunday the team travelled to

The first match was an away game

Week.

favour.

INTER-SERVICES SQUASH RACKETS CHAMPIONSHIP, 19th-21st DECEMBER

THE ARMY regained the Inter-Services Squash Rackets Trophy with a 5-0 win over the holders, the Royal Navy, at the Naval and Military Club, having already defeated the R.A.F. 4-1 in the first match of the series.

Even with a depleted team, Army showed a great superiority. Their second string, Capt. I. C. de Sales la Terriere, was called away on duty, but Lieut. R. M. Cardew, pro-moted, filled his higher role with distinction.

The Army's old-time squash superiority has been reasserted. It is their 15th win in 22 contests, and with a young, well-balanced team, they should be able to maintain their posi-tion for some time. Three of their present side are regulars, and their reserve material is more promising than the other services...

Lieut. M. J. Perkins, Army champion, was altogether too good for the Navy champion, Cdr. A. Pellew. With something like twenty years difference in their ages, this was not surprising. Yet Pellew was deadly enough with his forehand from the mid-court position to make Perkins work hard for his points.

the Navy finalist, Lieut.-Cdr. M. L. Y. Ainsworth, Here again the Army had a big advantage in years, but throughout Cardew showed an admirable command of the good-length ball, and he was superior in far more than merely his ability to run and turn more quickly than his opponent.

Portsmouth Command should be sent to the Command Squash Secretary, H.M.S. Excellent, by Wednesday, January 4, 1956. Entries should be accompanied by the entry fee of 5/-, postal orders or cheques being made payable to Hon. Secretary, Portsmouth Command Squash Rackets Lieut. R. M. Cardew was quite

The result of the R.N. v. R.A.F. match was a win for the R.A.F. by 4-1. Our win was registered by Hutson.

The R.N. team in both matches consisted of :

1st String, Cdr. Pellew; 2nd String, Lieut.-Cdr. Ainsworth;

3rd String, Sub.-Lieut, Hatfield; 4th String, Lieut.-Cdr. Spencer and 5th String, Lieut. Hutson,

R.N. Squash Championship

Cdr. Pellew had defeated Lieut.-Cdr. Ainsworth in the Navy finals the previous week in a dogged fight last-ing over an hour and so fulfilled an ambition which hitherto has escaped him all his service career. He retires early this year. As Lieut.-Cdr. Ainsworth is due to go to sea in April, it looks as if the R.N. must look to its laurels, and, in so doing, must con-centrate more on youth to replace these old-time veterans who have given such yeoman service since the

Portsmouth Command Inter-Establishment Squash Rackets Knock-out Competition, 1956

Entries for this competition which is open to all Establishments in the Portsmouth Command should be sent

BOXING

Portsmouth Command B.C. v. Salisbury Plain & District B.C.

THE SUCCESS of a boxing meeting might be judged from many angles; the skill and gameness of the boxers; the matching of the bouts or the reactions of the spectators. From any of these the meeting between our Command boxers and the Army's from Salisbury Plain and the sur-rounding district on Thursday 15th

was undoubtedly a success.

Perhaps the best boxing came in the bout between Ord. Sea. Dunning and Fus. McCardle of the Royal Inniskillings. Both boxers fought hard in all three rounds to try and get "on top." At the end a narrow but welldeserved decision went to Dunning and both boxers were loudly applauded as they went to receive their prizes.

Though the boxing was not so skilful we were treated to some fireworks by the "diggers" off H.M.A.S. Melbourne who boxed for our club. Melbourne who boxed for our club. As we all know, good boxing thrives on competition, training and then more training; all very hard for the sea-going sailor to get. Nevertheless the "Aussies" got "stuck-in" right from the start and gave us some good entertainment.

It is difficult to single out particular boxers for commendation; all gave of their best, but perhaps Shpt. Gaze's improvement was the most heartening. Up against Cpl. Howard, himself a knock-out specialist, "chippie" turned the tables and, by a neat bit of box-ing, put his man down and out in the second round.

The result in wins and losses means nothing and matters less in a club match. The object of the home team secretary who is responsible for the matching is to put two men of equal ability in the ring for each bout; not to try for a win for his club in every case which would lead to a lot of punishment being taken by novices. In this match there were no technical knock-outs which speaks well for the

We box against Eastbourne on January 27, but our first home fixture in the New Year is the Annual Press Charities show on February 9. On this occasion we shall be entertaining Slough Boxing Club and some of the known Southern Counties boxers. We guarantee a first-class even-ing's entertainment for all who can come along.

R.N.A.S. Culdrose v. R.A.F. Mawgan

ON MONDAY, December 12, Culdrose arranged a return match against St. Mawgan at Culdrose and avenged an earlier defeat by winning by bouts to 3

In addition two special contests were staged. Each bout was of three two minute rounds.

The results were:-

Lightweight-L.A.C. Fleming (St. Mawgan) K.Od. L.A. Lee in the 2nd

CROSS COUNTRY

One of the most heartening features s to see the interest and good form shown by H.M.S. Fisgard in the West Country. Many of these appren-tices come on to H.M.S. Collingwood. Their success is partly due to Lieut. Dockree, a Navy athlete of repute who was awarded his colours in 1949 and 1950. He is also the honorary secretary of R.N.A.C.(West). When will Chatham enthusiasts club together to form R.N.A.C.(East)?

TEAM RESULTS OF HAMPSHIRE COUNTY CHAMPIONSHIPS

Portsmouth A.C., 92 points; R.N.A.C.(South), 93 points; and Eastleigh, 114 points.

Individual Placings of R.N.A.C. Team 'A'

10th A.B. Paston, H.M.S. Vernon; 12th, A.B. Morrallie, H.M.S. Victory; 14th, A.B. Townrow, H.M.S. Dili-gence; 16th, S.A. Dewsnap, H.M.S. Victory; 17th, P.O. Sharp, H.M.S. Victory and 24th, A.B. Jackson,

Three and a half mile race—R.N.A.C.(South) entered three teams which finished 3rd, 6th and 7th.

Individual placings of the third team were as follows:

10th, A./App. C. Hallum, H.M.S. Collingwood; 16th, A./App. R. Brown, H.M.S. Collingwood; 17th, A./App. G. Goode, H.M.S. Collingwood and 22nd, A./App. D. Arther, H.M.S. Collingwood,

HONG KONG COLONY INDIVIDUAL CROSS-COUNTRY **CHAMPIONSHIPS, 1955**

In the above championships, held at San Wai in the New Territories, Cd.M.A.A. R. Pape, R.N.A.C.(South), was placed first out of a field of two hundred and fifty-three runners

(Culdrose) beat L.A.C. Rees Oliver

Light Welterweight-L.A.C. Drain (St. Mawgan) beat E.M.(Air) Slater on

NAVY NEWS

For the information of our

readers, Navy News is

published on the first

Thursday in each month

Middleweight-R.E.M. Hal

on points.

ett in the 2nd round.

points.

round.

Lightweight-N.A. Dodds (Culdrose) K.Od. L.A.C. Houghton in the Lightwelter - L.R.E.M. Garth

the week, but not good enough to make our game against Portsmouth Command look very promising.

Navy Trial

Our final game against Portsmouth Command on Saturday, November 26, was by far the most important because it was a Navy trial.

Portsmouth Command, with nine of their U.S. Portsmouth side appearing, looked on paper to have the cause if their pockets but things went

game in their pockets, but things went right from the start for the Home Air

Command side. The presence of Sub-Lieut. Cummuskey in the forward line,

backed by good insides and wing halves, made a tremendous difference and they won by 4—1.

On Sunday a further Navy trial

Bantamweight - N.A. Goodall (Culdrose) beat L.A.C. Hutchings on Welterweight - Cd.Obs. McColl (Culdrose) beat L.A.C. Lilley on points.

2nd round.

Middleweight-N.A. Swain (Culd lam (Culdrose) K.Od. L.A.C. Crockrose) K.Od. L.A.C. Cox in the 2nd Lightweight-N.A. Clough (Culdrose) K.Od. L.A.C. Carver in the 3rd

Welterweight — Sgt. Dowds (St. Mawgan) beat N.A. Duggan on points.

Special Contests

Featherweight — L.A.C. Bird (St. Mawgan) K.Od. L.A.C. Barnes (St. Eval) in the 2nd round.

Middleweight—L.A.C. Roberts (St. Mawgan) beat O./Stwd. McCroadie (St. Mawgan), the referee stopping the fight in the 1st round.

On the form shown Culdrose should be strong favourites for the Inter-Station Competition for the Bambara Trophy to be held at Bramcote in March.

HOME AIR COMMAND Artillery. As was to be expected the teamwork was not as good as on Saturday and the Artillery won by

Successful Week

The week was a success in so much, that the weather was the best the Command week has had for many a long year, and that quite a few new players were given a chance. A.A.2 Browne, the captain of the team, played a sterling part in most games, and only stood down once, against of the potentialities of the players.

E. M. Hopkins, of Ford, produced some high-powered kicking, but the forwards were never able to take advantage of this. Dorset.

As a result of the showing in the trials, six players have been named for the Final Navy trial, three to play and three as reserves, which is a slightly better proportion than was to be expected when the week began.

ASSOCIATION FOOTBALL

THE 1955/56 SEASON is now at the half-way stage, and generally speaking the Home Air Command have been well represented in various and the game swung from end to end, with goals coming from both sides. The score stood at 4—3 against the Air, when they really found their feet. For the last twenty minutes of the game, the forwards tried everything, but the Bournemouth goalkeeper, wided by his full-backs produced. League and Cup competitions throughout the country.

It was decided at the 1955 Annual General Meeting of the H.A.C. Football Association to institute trials for the Command team, to be held in the North and South respectively. The trials ware a great success tively. The trials were a great success, and from the forty players on view, and from the forty players on view, a team was eventually selected to represent the Air Command against Southampton at Southampton on Tuesday, October 4. This match was in lieu of the usual Hampshire game, and the result was a win for the home side by 3—2. The match was rather scrappy at times, but with several new faces on show, this was not surprising against a team who had the advantage of knowing each had the advantage of knowing each other. Several players showed up well; in particular E. M. A. Noble, of Bramcote, who has since secured the centre-half position in the Navy team.

After the Southampton game, we turned our eyes to the Cup and League games, and it is pleasing to Some of our better players were rested for Thursday's game against Havant and, as a result, they again report that nearly everywhere the Station teams have been doing very well. as well as they were allowed, but suffered from too many changes, and lack of cohesion in the forward line. A little more bite in the attack and more understanding could have produced the goals, but at the same time, there was no lack of fighting spirit.

At this stage of the season, the Navy Cup has reached the semi-final stage, and H.M.S. Daedalus now meet R.N.B. Devonport at Plymouth. Last year's holders, Culdrose, lost to Daedalus at Lee-on-Solent, in a match which was spoilt by torren-tial rain which persisted throughout the entire game. It is hoped that once again the Air Command will be repthere was no lack of fighting spirit.

Thursday's game at Havant was a mixture of good hockey and lethargy on Air's part. Within fifteen minutes Air were three goals up, which included two very fine short corner goals, and were rampaging through Havant's defence all set to add more goals. At this point they seemed to lose control and Havant pulled themselves together and fought back. The final score of 3—1 gives no true indication of the strength of Havant's repeated attacks. Our first victory of the week, but not good enough to resented in the Navy Cup final for the fourth year running.

The Home Air Command Cup

The Air Command Cup has also gone along very smoothly, and very few surprise results have occurred. The weather has been very kind, and on the whole most games have been played under reasonable conditions. In the North, Lossiemouth defeated Arbroath and Anthorn & Bramcote; the last being a hard-fought struggle, only won 5—3 after extra time had been played.

In the South Culdrose won their semi-final against Lee-on-Solent by four goals to one, thus avenging their defeat in the Navy Cup. The final was played at Penlee

Park, Penzance, on Friday, December 16, and resulted in a win for Culdrose by three goals to one.

Visit to Guernsey

The annual match to raise funds for the King George V Fund for Sailors, held at St. Peter's Port, halves, made a tremendous difference and they won by 4—1.

On Sunday a further Navy trial was played between a combined Portsmouth Air side, containing seven Air Command players and the Royal command players and the Royal containing seven Air con

This match has always been a popular one, and has helped tremendously in raising money for charity. This year's attendance was a little below normal owing to a rather cold, wet day, nevertheless, the game was a good one, and a very fair result was achieved.

The next Home Air Command match will be against Pegasus at Oxford on Saturday, January 14, followed by the Inter-Command semifinal at Plymouth, on Wednesday, January 25. As the command fixtures have been reduced by two matches have been reduced by two matches, the problem of selecting the best side for the Inter-Command match is not going to be a simple one, although one or two positions have been virtually decided.

It is hoped that by the time you read this, everyone will have enjoyed a good Christmas at home, will enjoy the best of luck for the New Year, and good weather for the rest of the season.

RUGBY FOOTBALL

AT THE beginning of the season the Chairmanship of the H.A.C. Rugby Union was taken over by Capt. E. M. Harvey from Capt. D. Trentham and the Secretaryship by Lieut.-Cdr.
L. A. W. Pease from Lieut.-Cdr.
Graham.
It was decided that those players in

the South who would be able to play regularly for U.S. Portsmouth during the season would continue to do so in preference to playing for the H.A.C. This had the effect of considerably weakening the H.A.C. team, but did allow many other potential H.A.C. players to get a chance of better class rugger which they might not otherwise have obtained. Partly

as a result of this policy a total of
33 different players have so far represented the H.A.C. this season.

A major problem which had to be
faced was that of selection. With
Naval Air Stations spread to the
limits of the British Isles, it was not
found possible to send selectors round
to all stations to watch their matches.

It was also not possible to have one It was also not possible to have one man to go round and cover each station in turn. Rugger secretaries of each station, therefore, were asked to forward the names of any outstanding players in their teams, with details of their previous clubs and experience, and together with the names of those who had previously represented the H.A.C. Although not entirely satisfactory, as different stations have varying senses of values, it has so far worked reasonably well, and no man who has been selected under this who has been selected under this system has in any way let the side down; on the contrary, several outstanding players have been discovered. Not all selection has been care ried out in this way, however, and several games in the South have been covered by Lieut-Cdr, Smith from Ford, and in the North by C.P.O. Southcott from Anthorn, Many sta-tions, notably Lossiemouth, Abbots-inch, Arbroath, Eglinton, Culdrose and Worthy Down, however, have not been sufficiently covered.

Soon after the start of the season, Lieut.-Cdr. Gray, of Lee-on-Solent, who last year did such a good job of selecting, had to curtail his activi-ties due to pressure of work, and this has added to the difficulties of selection.

First Match

The first match of the season was on October 8, against Nuneaton at Nuneaton, and the majority of our team met together for the first time.



L.R.E.M. Garth v. L.A.C. Rees-Oliver, light welterweight. Bout No. 3.

Classified Advertisements

Classified Advertisements may be

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Ports-mouth

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

SITUATIONS VACANT

A NEW SECTION is being formed responsible for the supervision of the installation of Electronic Equipment on board ship, being developed for the Services, including the testing and tuning of equipment and training of naval personnel. A leader is required to take charge of this section and should be of the ex-Naval Commander, type, prelerably of the "L." Branch with experience of installation of recent Naval Electronic Equipment, with a good technical knowledge of Electronics, capable of training staff attending to general organisation duties.

supporting staff of minimum of 3 Engineers receivably of degree standard, also required. Considerable travelling periods away from the Establishment are involved.

Apply in writing, stating age, qualifications red experience, to the Personnel Manager, The General Electric Co., Ltd., Brown's Lpne, Allesley, Coventry, (Ref., RG).

BEDFORDSHIRE CONSTABULARY

RECRUITS WANTED

RECRUITS WANTED

The Bedfordshire Constability has a large number of vacancies for constables and policewomen. To those men and women who desire an attractive, interesting and varied career, it is the lob with a future and promotion to the highest ranks is open to all members.

A constable now receives £535 a year after completing his two years, probationary period, rising to £640. Starting pay, even while training, is £475 per year, and a pension of over £400 per annum is paid after 30 years' service, At 25 years a constable's pension is more than £300 per year.

Policewomen receive 90% of the above rates.

Policewomen receive 90% of the above rates Uniform is free and free accommodation or rent allowance is paid in lieu; reasonable hous-ing prospects; 17, days' paid holiday a year; full recreational facilities.

Arrangements will be made for an educational examination to take place at your nearest Police Station and traveiling expenses will be paid when you are required to attend Bedford for an interview.

If you are over 19 and under 30 years of age, 516. Sin. or over (policewomen should be at least 516. 4in. and between 20 and 35). It and of good physique, swite at once for particulats to the Chief. Constable of Bedfordshire, Constabulary Headquarters, Goldington Road, Bedford Sin.

EX-C.7.O, or P.O. to take charge of the boilers and general handyman, If married, the wife to help where required and be capable of relieving the cook when off duty, Approximate number 65. Accommodation with fuel and light, and food during term time when on duty. Combined salary £8 10s. per week with the above emoluments.—Applications within one week, with references, to be sent to "The Controller," Milton Abbey School, nr. Blandford, Dorset. Required to commence duty mid-January, 1956.

finally lost by twenty-six points to

finally lost by twenty-six points to fourteen.

A.A.2. Puttock, who captained the side at Nuneaton, left the H.A.C. for R.N.E.C. Manadon shortly after the match, and for the game against the Royal Marines at Deal several changes were made in the side. Lieut. Middleton took over the captaincy for this match, which was a good one, and anyone's game until the end. The final score of 9—9 was truly representative of the game, and of the two teams.

sentative of the game, and of the two teams.

The match against U.S. Chatham on November 12, was a similar match. Again many changes had to be made in the side through injuries and various commitments, but as a result of this a new stand-off half in N. A. Parker was given a chance, and he has now carned himself a regular place in the team. The final score was 11—6 in favour of U.S. Chatham, the deciding try and conversion being made in the final minutes

The last match before Christmas was the battle against U.S. Portsmouth on November 30. This game was notable for the fact that no less than

notable for the fact that no less than five Air Command players were in the opposition. We struck the initial blow

by scoring through Burkhill in the first few minutes, but thereafter the U.S. team proved their superiority and

gained what would appear on paper

Navy Trial

ing players appeared in the final Navy Trial at Greenwich: A.A.4 Arnold (full back); N.A. Parker (S.O.

half); Lieut. Fiddian-Green and Lieut.

Dook (forwards); C.R.E.L. Rosser (centre three-quarters); with L.E.M. Burkhill (scrum half); as travelling

Knock-out Competition

The Home Air Command Knock-out Competition has provided the usual surprises. In the first round Shield.

As a result of the fixtures played so far and watched by the Navy Selector, Capt. Dalglish, the follow-

Navy

to be an easy victory.

reserve.

EXPERIENCED high-pressure steam operator and stoker required for mushroom farm. Cottage available, Good references essential. — Apply stating age and experience to Blandford Farm Products, Upper Shaftesbury Road, Blandford, Dorset.

REQUIRED, engineer-in-charge and works foreman for hospital with 60 private natients. Charge of stokers of Lancashire boilers for heating; fuel economy, supervision of electrical fittings for lighting, heating and lifts, supervision of plumbing and painting repair work, control of private water supply. Salary £500 a year and house, no rates or taxes.—Apply with two references to Senior Physician, Ruthin Castle, Ruthin, Denbighshire.

VACANCY for C.P.O. co.k or P.O. cook for the equivalent rate in Officers' Cook branch) as chef of this school. Approximate number 65 at present. If married, the wife to help where necessary including washing-up. Accommodation with fuel and light would be available, and meals in Jerm time when on duty. Combined salary £8 10s. per week with the above emoluments.—Applications within one week, with references, to be sent to "The Controller," Milton Abbey School, nr. isandtord, Dorset, Required to commence duties mild-January, 1956.

ACCOMMODATION

BED AND BREAKFAST or sleeping accom-

THE STANWAY GUEST HOUSE, 20a Clarence Parade, Southsea, Bed and breakfast, 88, 6d, per night Bed, breakfast and evening dinner, 11s, per day, Reduction for longer stays, Vi-spring mattress, H. & c. Gas fire, Own key.

ACCOMMODATION for naval personnel and families: every comfort, excellent food if required; terms moderate.—Littledean, 10 Marion Road, Craneswater, Southsea,

ACCOMMODATION of Osborne Road, Small

FULLY FURNISHED FLATLETS, own bischens, 2 gas Bookings for long or short periods till June 1. No children.—38 Shaftesbury Road, Southsea topp Queen's Hotel).

TWO FURNISHED ROOMS, own kitchen, Fancey, 1 Devonshire Avenue, Southsea,

Furnished House available for 12 months.

North End, Family house, Post-war, 6 gns, 4 bedrooms, bathroom, breakfast, dining-room, lounge, kitchen, etc. — Apply P.O. Pearce, H.M.S. "Dolphin II," Gosport,

WELL-FURNISHED front bed-sitting-room; gas grillers and fire; own meter; all facilities and everything provided; use of bathroom. Sorry, no children. Naval couple preferred.—43 Lawrence Road, Southsea

TWO UNFURNISHED ROOMS to let, 30s. week .- Fearn, 93 Mayles Road, Milton, South

TWO FURNISHED ROOMS, share kitchen and bathroom, own cabinet and utensils, also accommodation for couple wishing to spend honeymoon locally or wife wishing for week or more here with husband—Bailey, 32 For-dingbridge Road, near Bransbury Park, South-

FURNISHED FLAT, 4 rooms, own toilet and gas meter, £2 per week.—Kendall, 287 Fawcett

FURNISHED FLAT to let, £2 10s. per week, Bedroom, lounge, kitchen, share bathroom, own meters; near Hisea Sports Ground, Copnor Road, Sorry, no children.—Apply lirstly Mrs. Baker, 58 Drayton Road; North End, Portsmouth.

HOMELY ACCOMMODATION offered to officers and families; terms moderate.—Mrs. M. Spring, 23 Waverley Road, Southsea, Phone 32512.

TO LET, two furnished rooms, moderate rent; usual facilities. No children.—3 Berestord Road, North End.

Arbroath beat Lossiemouth 8—0, Anthorn beat Abbotsinch 11—3, Brawdy beat Bramcote 5—3, Ford beat Ariel 21—3, Gosport beat Lee-on-Solent 17—0, and Culdrose beat Yeovilton 15—11. All were reported

to be good matches with only two being in any way one-sided.

In the second round Arbroath won

In the second round Arbroath won a very exciting match against Anthorn, 6—3, in the last minute of the game; Ford had a narrow win over Gosport, and Culdrose had a walkover, to the semi-final through St. Merryn withdrawing from the competition. The match between Stretton and Brawdy was abandoned after thirty-five minutes through dense fog, neither side succeeding in scoring. In

neither side succeeding in scoring. In the replay the following week Stretton

proved much the superjor side to win

The semi-finals were both excellent

The semi-finals were both excellent games. That between Stretton and Arbroath played at Anthorn on December 5 was a fine open game despite very poor weather conditions. All the scoring took place in the first 15 minutes and Stretton emerged the victors by 9 points to nil. The other semi-final between Ford and Culdrose

played at Chichester on December 7

The final was played on the Penzance Pirates' ground on Monday,

December 12, in appalling conditions. The ground was a sea of mud and

a gale-force wind swept across the pitch giving little chance to place kickers. A ding-dong battle was fought up to the final two minutes of

the game when Fletcher went over for Culdrose and the conversion was

made from an unfavourable position by Sub.-Lieut. Everitt, During the last

UNFURNISHED HOUSE TO LET, with permission to sub-let, or to two families, Convenient Naval Barracks and "Vernon." 3 reception, kitchen, dry cellar, 4 bedrooms, bath fitted, Offers and own particulars with stamp.—Box No. 19 "Navy News."

HOUSES FOR SALE

NEW SIX-ROOMED HOUSES for sale, Black-brook Farm Estate, Farcham (off Gudge Heath Lane). Architectural designed in highly desirable and elevated position. With or without garages to suit applicants. All modern fittings provided. Completed house available for inspection. Choose your own site. From £1,975 freehold, including all services. 95% mortgage available.—Healy & Evans Ltd., 22 Oak Road, Farcham, Hants, Phone Farcham 2373 or Farcham 2556.

NEW HOUSES, Malins/Dickens Road, Portsmouth £1,900/£1,925 each. Attractive elevation including double bays. 3 bedrooms, bathroom, lounge, dining-room, kitchen, front and rear garden, rear or side entrance. —Wallrock & Wallrock, Guildhall Square, Portsmouth 70152.

APPOINTED ADMIRALTY? A particularly convenient family house for sale in Surbiton. Four-five bedrooms, 2 reception plus breakfastroom; nice garden; £4,250.—Contact Cmdr. Rylands, 2 Effinzham Road, Surbiton.

SMALL DEPOSIT and approximate'y £2 weekly for 10 years accepted for vacant house Commerc al Road 3 bedrooms, 3 reception, kitchen fitted bath, conservatory, garden, Replies answered if stamp enclosed.—Box No. 18 "Navy News."

CARS

WADHAM BROS., LIMITED STANDARD HOUSE 89 PALMERSTON ROAD, SOUTHSEA Phone Portsmouth 2468

ARE YOU GOING ABROAD? why not purchase you car now, free of ase tax, and use it for the intervening period? Details on application,

Hire-Putchase Terms; er deposit, Balance over tv One-quarter deposit, Balance over the "USED CARS YOU CAN TRUST"

"USED CARS YOU CAN TRUST"
1947 Sunbeam Talbot drop-head coupe,
black, fawn interior, mechanically very
good; hood and body excellent condition. A very good example of this
quality car
1946 Austin 10, black, brown leather
interior: rea'ly good condition throughout; ideal smyll family car
1949 Morris Oxford, green, beige upholstery, heater, very well maintained,
bodywork excellent; choice of 2.... f
Several cars, medium horse power,
from £50 to £150

Hire-purchase and Insurance arranged.

TRADE

DO you desire house ownership? Why pay excessive rent? House purchase with endowmment assurance with reduced premiums by naval allotment ensures security for the future. 90 per cent, to 100 per

TAXIS, Alax, Phone: 4304, 71240, 24-hous service, 10 Hyde Park Road (close Guildhall),

MISCELLANEOUS

NONINGTON NURSERY SCHOOL, 48 S- ath ampton Road, Farcham. Phone 3044, Pupil-

3 to 8 years.

LADY, husband abroad, seeks partner for dances, 38 onwards; minimum, 5ft, 9in, Expenses shared.—Box 17 "Navy News."

CONTRACT BRIDGE, Lessons for beginners.—Phone Portsmouth 31926.

Launching of H.M.S. Eastbourne

Frigate, H.M.S. Eastbourne, was launched on December 29, 1955, at binard of Messrs. Vickers the shipyard of Messrs. Vickers-Armstrongs (Shipbuilders) Ltd., Newcastle-on-Tyne.

Frigates of this class are of 370 feet in extreme length, 360 feet between perpendiculars, and have a beam of 41 feet.

Having been primarily designed for the location and detection of the most modern type of submarines, they will be fitted with the latest underwater detection equipment and anti-sub-marine weapons of post-war develop-

NAVY NEWS wishes its readers A HAPPY AND PROSPEROUS NEW YEAR

was also a good match and saw the defeat of the "favourites," Ford, by 6 points to nil.

ment. A novel design of geared steam turbine machinery of high power will turbine machinery of high power will give them the speed necessary for their important task. Good sea-keeping qualities will enable the vessels to maintain their high speed in rough seas.

> In addition to the specialised equip ment mentioned above, each ship will have a main armament of two 4.5 inch guns and also two smaller guns.

The vessels are all-welded and the structural arrangements have been specially designed to achieve the minute Stretton made a tremendous effort to equalise and were almost there when the final whistle went. A good victory by Culdrose 5 points to nil, to give them the Bamboro Rugby Shield in an emergency.



RESOLVED TO

SAVEMONEY

THIS YEAR

WORLD'S

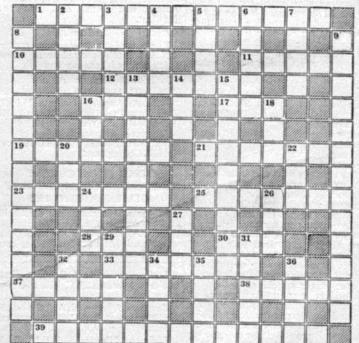
Navy News Crossword—No. 17

A prize of £1 1s. will be given for the first correct solution opened on January 23

The winner of last month's crossword was:

says

Sur.-Cmd. Mech. C. F. Guy, R.N., H.M.S. Siskin, to whom a cheque for one guinea has been sent.



- CLUES ACROSS

 1. The only servant in the house? (4, 2, 3, 4).
 10. Write a verse about the side (5).
 11. Author or other writer (5).
 12. Holy men shortly about to travel on horse-back? (7),
 16. 6th April, 1955, without the day (3).
 17. This before 20 gives 19 without the effect of "G" (3).
 21. Rite man for worship? (7).
 22. Rite man for worship? (7).
 23. Slander or organise on Irish county (3, 4),
 25. Police among the animals? That will clinch the matter (7),
 28. Irish gift in reverse (3),
 30. Request inclusion in Persia's Kingdom (3).
 31. Sty I end (anag.) (7).
 29. Prophet (5),
 39. Headwear for palefaces? (5, 8),
 20. Weaure (3),
 31. The French Indian's expression caused by amusemen?? (5).
 39. Headwear for palefaces? (5, 8),
 21. It's greedy to want a six to reach 500 (4).
 31. A soldier follows many on to a ship (5).
 32. Mutsite (4).
 33. A Petersen of the Black Gang opponents (4).
 34. Met of met (4).
 35. Prophet (5).
 36. Relative pronoun on a direction. Not mine (5).
 37. Fully developed (4),
 38. Fully developed (4),
 39. Full developed (4),
 39. Full developed (4),
 30. Full developed (4),
 31. Full developed (4),
 31. Full developed (4),
 32. Fully developed (4),
 33. S. The age of mitre (anag.). Eighty-one?
 33. 33. 33.
 31. Sill title rascal's ability in which I take a place (6).
 31. He helps to keen the wheels turning, like an E.A. in an M.G. Nine (9).
 33. Sill title rascal's ability in which I take a place (6).
 34. When this deed is wrongly written, it is likely to produce a 36 (3).
 38. Weal duet repast? (3).
 39. Headwear for palefaces? (5, 8).
 20. See I7 (3).
 21. The spreedy to want a six to reach 500 (4).
 31. Figuratively shapely (5).
 32. June (4), 4.
 33. Sandard (5).
 34. Met of met (4), 5.
 35. Prophet (5).
 36. Relative pronoun on a direction. Not

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